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THE SPHERE

Vol. CLXXXVII No. 2447 WITH WHICH IS INCORPORATED THE GRAPHIC DECEMBER 14 1946

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"Gone to the Devil"

SOMEWHERE within a few yards of where Temple Bar once stood was an ancient tavern bearing the sign of St. Dunstan tweaking the devil's nose. But if the founder wished his house to be known as " St. Dunstan's " he reckoned without the lawyers in their chambers nearby.

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Volume CLXXXVII No. 2447 The SPHERE, London, December 14, 1946

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

"VANGUARD" PREPARES FOR THE ROYAL TOUR—BRITAIN'S MIGHTIEST BATTLESHIP LEAVES FOR A "SHAKE-DOWN" CRUISE TO GIBRALTAR: The 42,500-ton warship steaming down-Channel. Above her second fore-gun turret is the newly-built Royal saluting platform

With the Royal apartments almost ready for the South African voyage, H.M.S. *Vanguard*, Britain's newest and most powerful battleship, left last week for a "shake-down" cruise to Gibraltar. She is due to return to Portsmouth on December 20, thus enabling the members of the crew to enjoy Christmas leave, and afterwards the Royal apartments will be decorated, and furnished largely from the Royal yacht, *Victoria and Albert*. *Vanguard*, with the King and Queen and the Princesses on board, leaves for South Africa on February 1, and during part of the voyage she will have an ocean escort of ships of the Home Fleet. For the convenience of the Royal Party, a platform has been made on the top of "B" turret in the fore part of the ship, and this is intended for use when *Vanguard* is entering and leaving harbour. (Further pictures relating to the Royal Tour will be found on page 353)

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Appeasement Has Failed.—

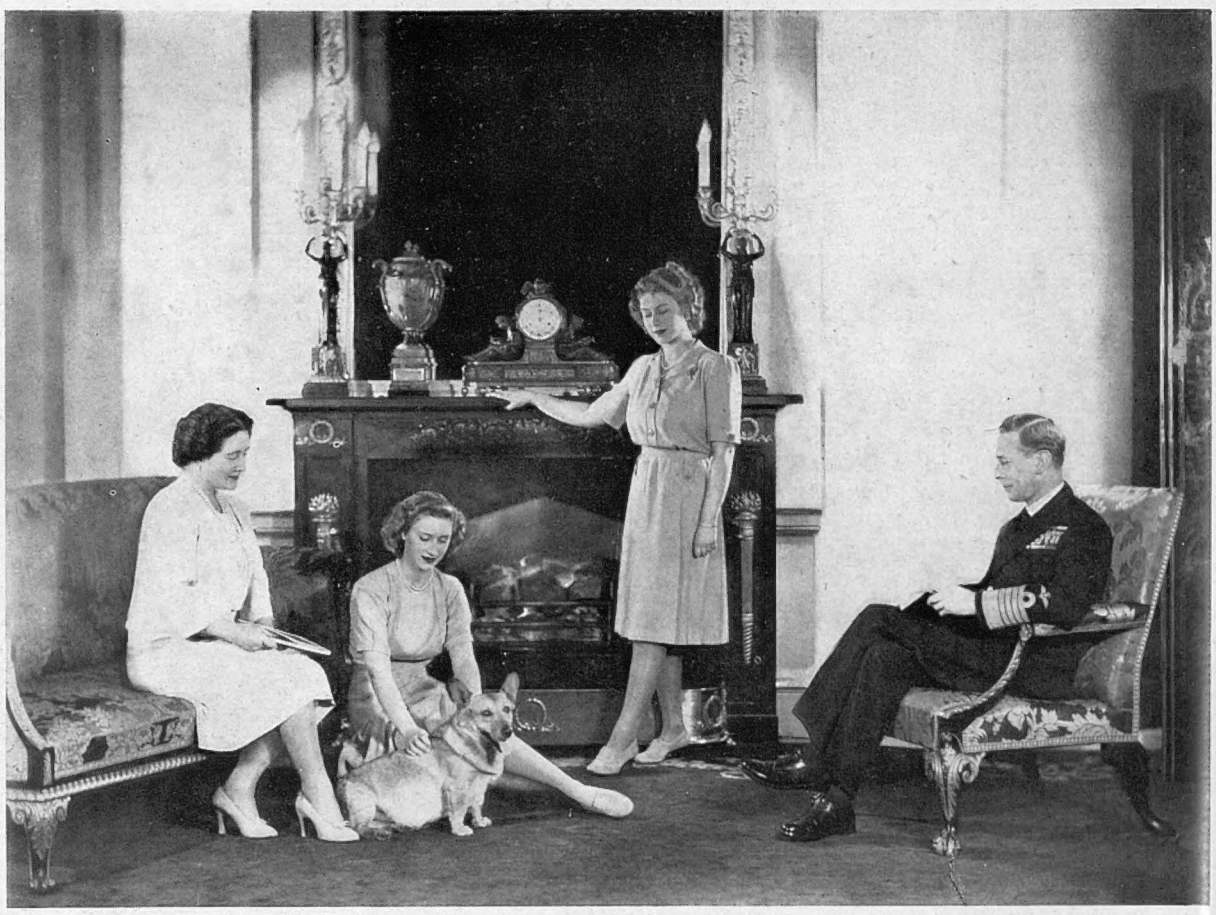
It does at last appear that British patience is exhausted in Palestine. How our troops have endured in restraint and patience so long the intolerable conditions and irritations imposed on them by the outrages of the Hebrew Thugs and by the apathy or fatuity of the Jewish organisations of authority, passes our comprehension and strains our powers of admiration. Appeasement has failed. Discipline and restraint have failed. Week after week, for long months, we have lost good men and sacrificed British blood to assassins who are seldom caught and who, when caught and condemned (and torture would be a fit penalty), are usually reprieved *pour encourager les autres*. The parents of our murdered soldiers can have derived little consolation from the criticisms and directives of foreign sentimentalists or vote-catchers in distant lands who condemn our tyranny and cruelty and urge more and more appeasement. No one could be so foolish as to minimise the complexity of the problems of India and of Palestine. But two points are common to both politicians and strike with force the average man's mind. The British Government should at least make very clear to our people what respectively and exactly are the moral, political, strategic and economic reasons (howsoever vulgarly commercial or vitally precautionary) which have directed our present policies and guided our efforts at appeasement hitherto. At the time of writing, we are still blindfold and left to guess. And secondly. We have always insisted that any nation under British Trusteeship or mandate has only to prove its ability to govern itself, to receive every assistance from us to secure its independent sovereignty. Has India, has Palestine, in the past year proved that condition to the hilt? And if not, when did we abandon that cardinal principle and how long shall we continue to strive towards the end while the safeguard of the condition precedent is abandoned; and civil war, chaos and disintegration must be the inexorable result?

Elusive Pimpernel.—

A certain number of men, greatly loved or feared or hated, are reported alive when dead or vice versa. It was so with Kitchener and with Hitler. Of late it has more than once been so with Stalin, the report of whose death (like Mark Twain's) has been "greatly exaggerated." Such rumours may be chalked up to wishful thinking or to too exuberant reporters in search of sensation. There are always in the world at the top a few men whose influence for good or ill (as you look at it) is regarded as paramount. Yet history shows that the saw: "No man is indispensable" is a pretty strict truism. Many people think that Europe would be a better place if Franco were not in it. Some undoubtedly believe that a peace settlement would be more possible if Stalin were in heaven. I rather doubt these assumptions. I do not accept them as proven before the events. Spain no doubt has some caudillo understudies, and Stalin has sent out some examples of his dependable and well-trained lieutenants, capable of carrying on Russian policy, whether the chief be resting or dead or peradventure gone a'hunting. It can surprise no one that Stalin, the last surviving of the non-stop war leaders among the Big Five or Six, should need a rest or a series of rest-cures. I fancy we shall hear of it without delay when, in God's good time, he joins Lenin, and there seems little point in killing him off before his time.

Turn of the Tide?—

I feel no sort of doubt that if the Conservatives had just scraped in at the last General Election, they would be down and out to-day, and Labour in office. A formidable Labour opposition in 1945, with all the T.U.C. spanners at its service, must have shipwrecked any Conservative effort to govern, within a year. The Labour Government is firmly entrenched and will survive many a jolt and setback in the years ahead. It has not yet been perceptibly shaken, and nothing but a financial crash of the first order, coming sooner than expected, can hasten the inevitable evolution of reaction. Nevertheless, to-day I admit (at last) to have felt the first hint of that more general reaction. A few straws in the wind; no signs as yet of any snowstorm of straws. The Conservative party has as yet a long road to go before it can offer with confidence an alternative policy and Government, which the bulk of youth and labour would gamble on. The Liberal guerilla chiefs help neither themselves nor their cause, if any, nor the cause of freedom nor the forces of moderation. But straws in the wind blow past our windows. The *Sunday Times* freedom movement is much more than a newspaper stunt. It is taking serious root in a well-mixed soil. The stranglehold of an enlarged and as yet unorganised or trained bureaucracy is having its effect. It is beginning first to irritate, then to pinch, and almost to throttle, men and women of every type and colour. Fear for their lives, their liberty, their rights, is being squeezed out from the pressure of those clumsy, ubiquitous fingers. To be fussed and frustrated at every turn is the common lot. The average man is proud of his country and its once great traditions. To-day he begins to see Britain, with all her just claims to be looked up to and looked to in Europe and civilisation, treated, here with contempt, there as a second-class and inconsiderable Power. English men see compromise and appeasement taking the place of clear policy and moral courage. They note the policy of scuttle. They observe our lifelines being laid open, our Empire disintegrating. They are beginning once more and at last to recognise that the principles of economy which apply to the individual apply with equal force to a nation. A year ago they saw the State Treasury as a milch-cow with a never-ending yield, and they wanted all they could get from the milk-pail for themselves. To-day they begin dimly to perceive that every State gallon is drawn painfully from their own udders.



THE ROYAL FAMILY AT HOME—THE KING CELEBRATES HIS FIFTY-FIRST BIRTHDAY AND THE TENTH ANNIVERSARY OF HIS ACCESSION TO THE THRONE: A charming photographic study of the King and Queen and the Princesses. The King's birthday, although officially celebrated in the summer, is to-day, December 14, and he came to the throne on December 11, 1936. Princess Elizabeth will be twenty-one next April, during the course of the Royal Family's forthcoming South African tour, and Princess Margaret is now in her seventeenth year

Do You Wonder?—

They were aware and proud of the former *integrity* of Governments, dilatory, niggardly, lazy, shortsighted often enough, but still with a sense of honour, a sense of contractual honesty with the individual. To-day they see how much of that integrity has vanished, how very little is left of the ultimate security of individual property or rights, even after the State has taken its hideous tithes. The Englishman's home or hovel was his castle. To-day it is a lodging for the night in a casual ward. They begin to perceive that under State Socialism, impelled by fanatics with a catalogue of dreams to be realised in quick time, there may be in a year or two more no vestige left of individual security, of privacy, of peace from interference and direction. No private life at all, no spur to ambition, no incentive to succeed in labour, no object in working hard, and, worse still, no satisfaction from leisure. And, after that, not a sixpence in the Treasury with which to pay the State press-gangs. Dimly, they begin to see State Socialism as the dingiest and least colourful, the hardest and least sympathetic, of all forms of tyranny. They remember suddenly how their grandfathers laughed and enjoyed life even while they "starved," and they begin to wonder where the catch may be. Why was it that life could be gay and colourful (and not for one class only) in the bad old days? Could it be that hope and keenness are based on individual freedom and initiative? They observe precious little laughter on human faces to-day. And *do you wonder* at that? There is perhaps one in every 10,000 Englishmen to-day whose life is not colourless, cheerless, hopeless drudgery. And I wonder whether in the darkest eras of our dark past there was less of joy and hope or a smaller proportion of the population enjoying such sweets as life may offer, than in 1946. I doubt it, even as I admit that Mr. Attlee's Government has by no means deserved sweeping condemnation. No other Government in 1945-46 in Britain could have survived the blizzards of this post-war world for even six months. The reason why Attlee and Company have failed is clear enough. They have attempted to build, on foundations which simply cannot support it, an edifice too expensive, too modern, too gigantic. They planned an edifice utterly alien to the British character and genius, an edifice which lacks the solid bricks of our fierce individualism, our self-reliance, resource, initiative, our passion for non-interference, our religion of freedom. They began too soon. And one day the façade will crack and crash to the ground. (But I dare say not for a year or two.) And then, what?

Sackcloth and Ashes?—

So frightful a defeat as has come upon Hammond's hopeful team in the first Test might well (and no doubt will) cause the critics to find fault and the faint hearts to cry havoc. I shall do neither. I found the result disappointing, but am far from discouraged. I don't say "it's only a game": that were sour grapes. I do say it's a damned chancy game. The luck of a toss may be decisive, a thunderstorm may change the whole fortunes of a game in ten minutes. I believe in Hammond and his men. I believe, had he won the toss, England might have scored 500 or more. I remember enough of English Test form and Test history to feel reasonably hopeful that we shall meet the "enemy" yet on even terms in '46-'47. I think the luck of the toss should be controlled. It is often a really deciding factor. The choice should alternate, after an initial toss. That gives the lucky side quite enough adventitious advantage.

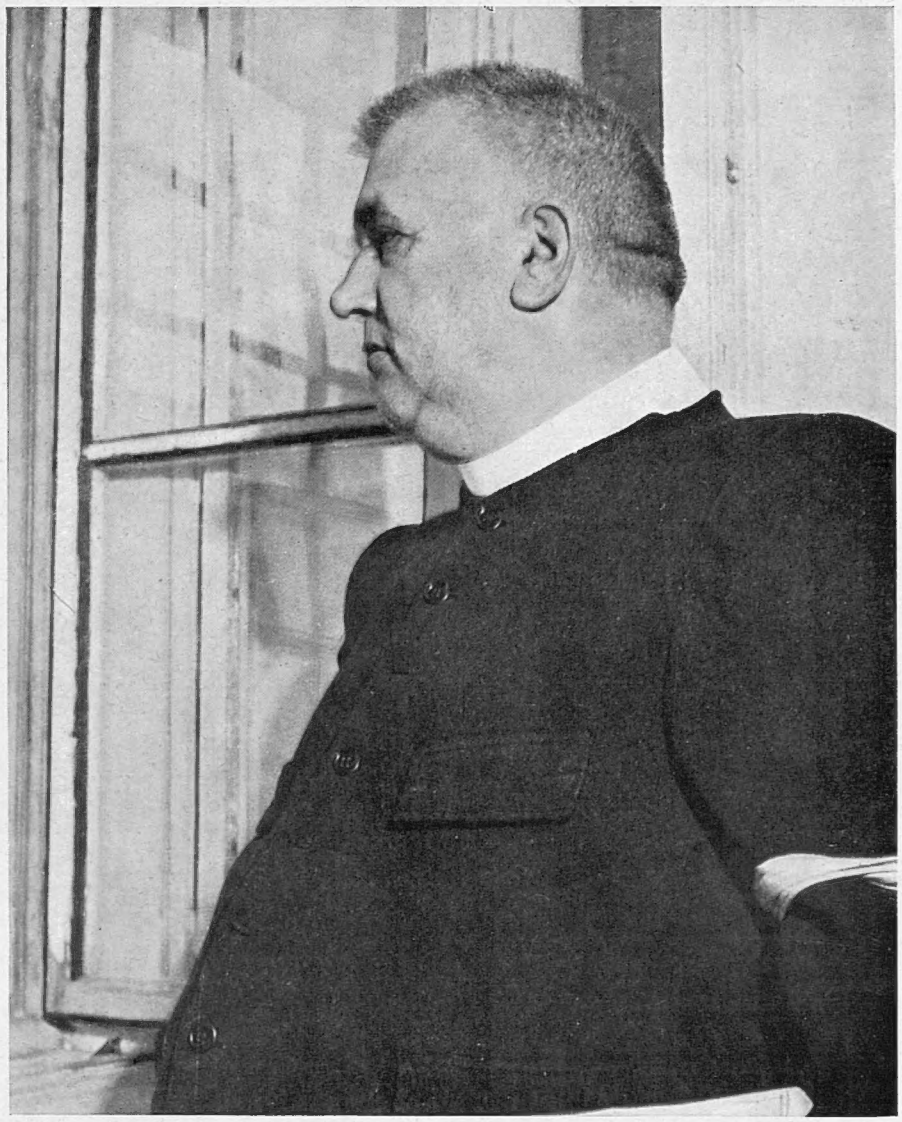
THE OLD STAGER

AN IDEA FOR CHRISTMAS

What could be a better choice for a friend or relation abroad than a subscription to THE SPHERE for six or twelve months? Imagine the pleasure it would give them to receive this world-renowned journal regularly every week. *A greetings card will be sent with the first copy if desired.* Subscription rates may be had on application to the Publisher, Commonwealth House, 1, New Oxford Street, London, W.C.1

NEMESIS overtakes the WAR CRIMINALS

MACKENSEN RECEIVES THE DEATH SENTENCE : Colonel-General Eberhardt von Mackensen, former Commander of the Fourteenth German Army in Italy, being escorted from the British Military Tribunal in Rome, where he received the death sentence. Mackensen, a son of the celebrated Field-Marshal von Mackensen, a German commander in the First World War, was implicated with Lieut.-General Kurt Maeltzer, Commander in the city of Rome in March 1944, in the massacre of the Ardeatine Caves, when 335 Italian hostages were put to death as a reprisal for a bomb outrage involving the deaths of 32 S.S. men in the streets of Rome



A MAN WHO TERRORISED NORWAY—KURT WALTER KUNZE STANDS HIS TRIAL IN OSLO LAW COURTS : The former German Commander-in-Chief conferring with his defence counsel (right) before the proceedings opened. Kunze, the prosecution argues, bears the overall responsibility for the conditions which existed during the years of occupation in Norway at the dreaded Grini concentration camp in the neighbourhood of Oslo. Associated with Kunze in the charges are Alfred August Zeidler, who has been described as the Kramer of Norway; William Heilman and Carl Albert Schlaegel. The trial has aroused the strongest feelings in Norway and the evidence has shown that the atrocities of Grini were comparable to those perpetrated at Belsen and other German camps

On right—**AT FRANKFURT, WHERE GERMANS ARE BEING TRIED BY GERMANS : These two pictures of the accused were taken as the trial opened of forty-eight doctors and nurses implicated in the so-called mercy killing of inmates of German prison camps during the war.** Standing up in the lower picture is Nurse Rita Fisher, and standing in the upper picture is Dr. Friedrich Wilhelm Menecke, chief of the Eichberg Asylum. The remarkable feature of the trial is that the court is entirely under German jurisdiction. Meanwhile at Nuremberg the Allied Tribunal is trying the twenty-three leading German doctors who are facing even more serious charges, while a Military Government court in Berlin is hearing evidence against several other doctors who are said to have carried out sterilisation operations on a gypsy community at Hamburg. The evidence at Frankfurt, Nuremberg and Berlin has all tended to shed further light on the length to which Germans under the Nazi regime went in their plans for the extermination of people held by the State to be racially undesirable

FATHER TISO FIGHTS FOR HIS LIFE : The fifty-nine-year-old Catholic priest who was President of the Slovak Republic in Hitler's Europe seen in the dock as he faced 113 capital charges in the National Court at Bratislava. Also charged were two members of his Government—Mach, the Minister of the Interior, and Durcansky, the Foreign Minister. The 52-page indictment of the three men included accusations of high treason, the propagation of Nazism, causing death and imprisonment of Czechoslovak citizens, and participation in racial, religious and national persecution. Last week it was reported that Tiso's Roman Catholic friends had raised a defence fund totalling £5,000

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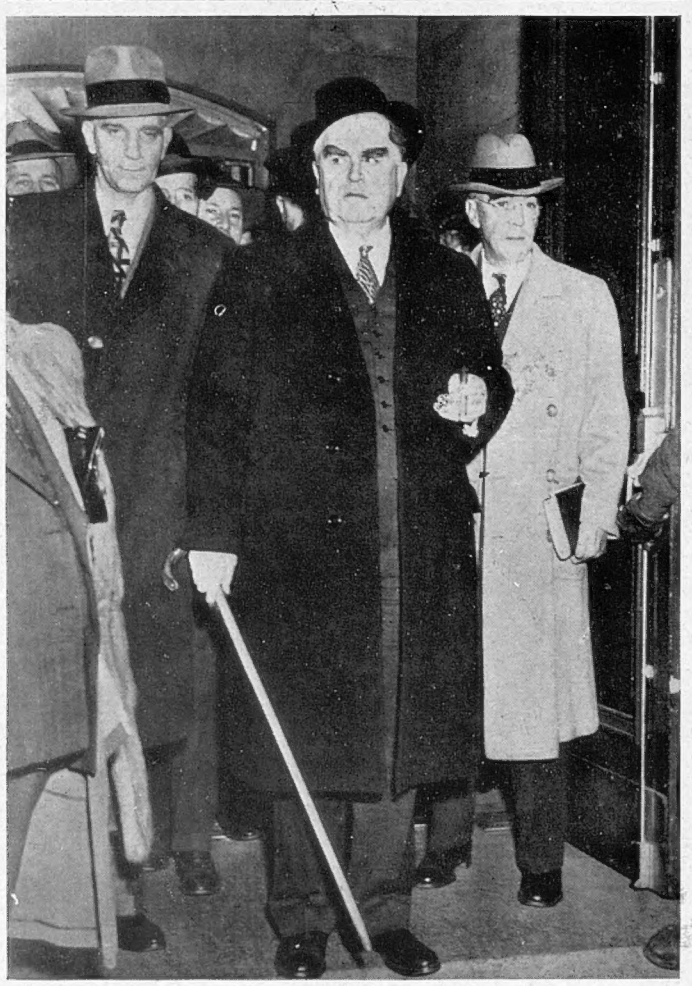
JOHN L. LEWIS AND THE MINEWORKERS' STRIKE

America's Labour Leader and His Union are Heavily Fined by Washington's Federal District Court

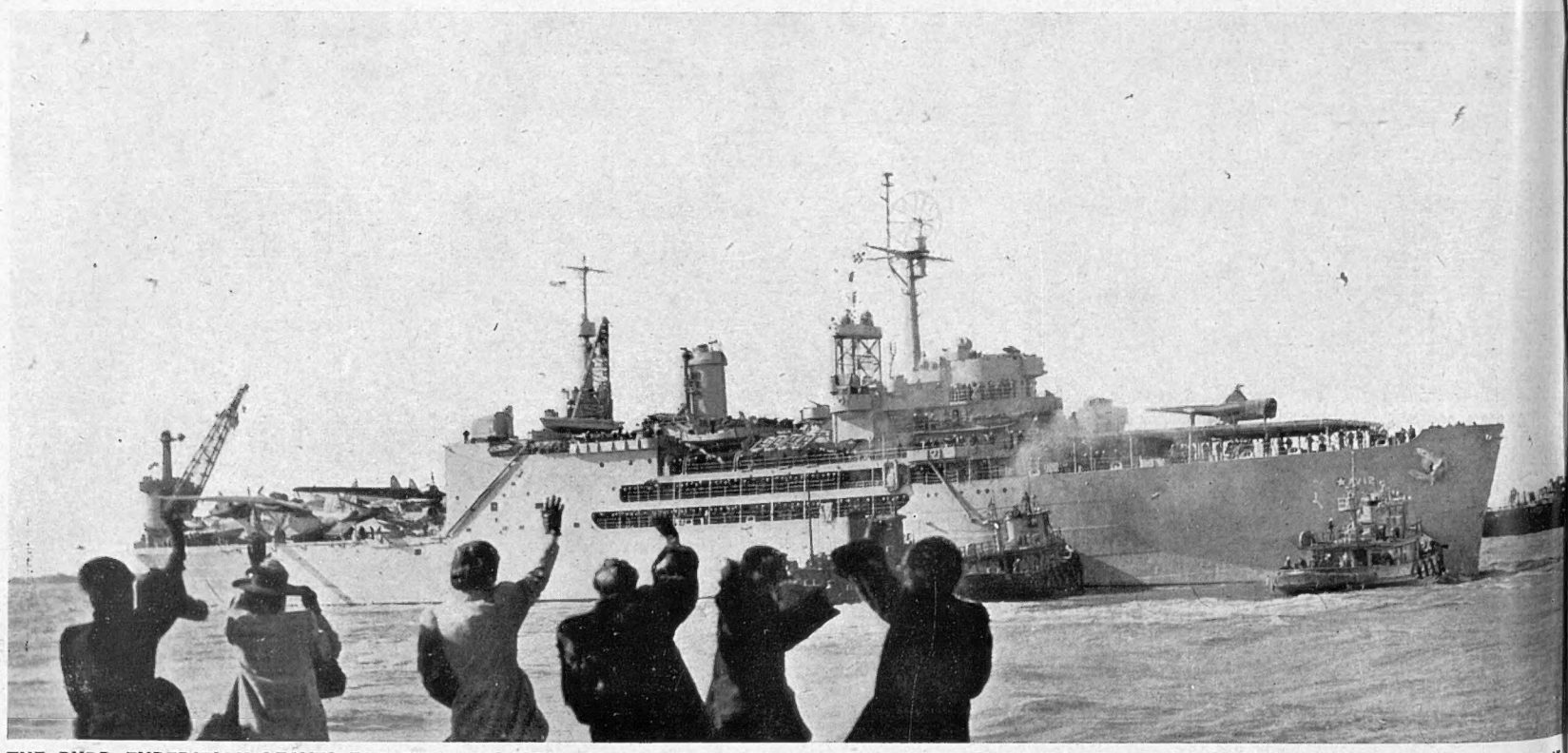


THE MAN WHO NEARLY HELD AMERICA TO RANSOM : Mr. John L. Lewis, President of the United Mineworkers, seen as he left the Federal District Court at Washington, D.C., after being fined 10,000 dollars by Federal Judge Goldsborough on a contempt of court charge for refusal to comply with a restraining order. At the same time his union was fined 3,500,000 dollars. For a further four days the miners remained out on strike, and as coal reserves diminished throughout the United States and as public resentment grew, President Truman planned to broadcast to the miners to return to work, appealing over the head of Mr. Lewis. Mr. Lewis, who has so often played a lone and markedly astute hand in the American labour movement, forestalled the President by ordering his 400,000 men back to work until midnight on March 31, 1947. One effect of Mr. Lewis's action was to enable essential food shipments to Britain to be restarted immediately

ALL EYES ON JOHN L. LEWIS : The veteran leader of the American mineworkers facing a battery of cameras as he arrived at the Federal Court, Washington, to hear his sentence in the trial for contempt. 400,000 mineworkers went out on strike at Mr. Lewis's call, and the court held that he had broken the contract with the Government. After Mr. Lewis had capitulated the *New York Times* declared : " Lewis attempted to bully the Government and people into accepting his terms. The Government and people refused to give in. It is Mr. Lewis who has given in, and in his surrender a great danger passes "

LEWIS FACING DEFEAT : The miners' leader as he left the court after the hearing and before the pronouncement of the sentence. This is the first time in his long career that he has failed to win a substantial wage increase for his men, and the fine imposed on his union has been the heaviest since the Danbury Hatters' case

LEWIS IN DEFEAT : The leader a disconsolate figure as he left for home after hearing the sentence of the court. The immediate result of his defeat has been to release American industry from a terrible predicament



THE BYRD EXPEDITION LEAVES FOR THE ANTARCTIC—WIVES AND SWEETHEARTS OF MEMBERS OF THE CREW WAVING A FAREWELL ON THE WATERFRONT AT NORFOLK, VIRGINIA, AS THE UNITED STATES SEAPLANE TENDER " PINE ISLAND " SET OUT FOR THE SOUTH : The " Pine Island," with her catapult craft on board, is one of thirteen vessels which Rear-Admiral Richard Byrd, the celebrated explorer, is taking on his latest trip to the Antarctic, which has as its main object the charting of a great part of the whole continent by plane. Four vessels, including the flagship *Mount Olympus*, left Norfolk, and they are to rendezvous on the western side of the Panama Canal with the rest of the fleet, which is sailing south from San Diego and other West Coast ports. When the fleet is assembled the expedition will consist of about 4,000 men

THE WINECOFF HOTEL DISASTER AT ATLANTA

A MOMENT OF UNSURPASSED HORROR : This was the scene as a disastrous fire swept through the Winecoff Hotel at Atlanta, Georgia, at least 116 people losing their lives. Many guests are seen leaning from the windows and fixing the lengths of knotted sheets by which they later made their escape. Most of those who died were caught in the early stampede

THE CENTRAL FLOORS WERE A BLAZING INFERNO : A fireman (left centre) is seen near the top of his ladder spraying the burning rooms. By this time the blaze had obtained such a hold that there was little hope of saving the occupants on these floors. Where higher ladders were available spectacular rescues were achieved

THE EARLY STAGES OF THE OUTBREAK : Fire engines drawn up outside the doomed Winecoff Hotel as it blazed in the small hours of the morning. According to the register, 194 rooms were occupied by 280 people, and few of those who escaped with their lives remained uninjured in the stampede to get out. The cooler-headed occupants who used ropes and sheets got off best. Among those who jumped into a safety net were two girls who made their leap from the ninth floor. One guest, Major-General P. W. Baade, who commanded the U.S. 35th Division in the war, saved himself and his wife by sealing all cracks in their door with wet towels. He was able to keep the flames at bay until rescue by ladder

THE MORNING AFTER AT THE WINECOFF HOTEL : The wrecked skyscraper building with the fire engines still grouped round it after the night of horror. Ropes and sheets still fluttered from some of the windows, showing how some of the guests made their escape. Mr. Charles Styron, chief of the Atlanta fire service, afterwards declared : " If there was a fire escape in that hotel my firemen could not find it. The only staircase available was that surrounding the burned-out lift-well "

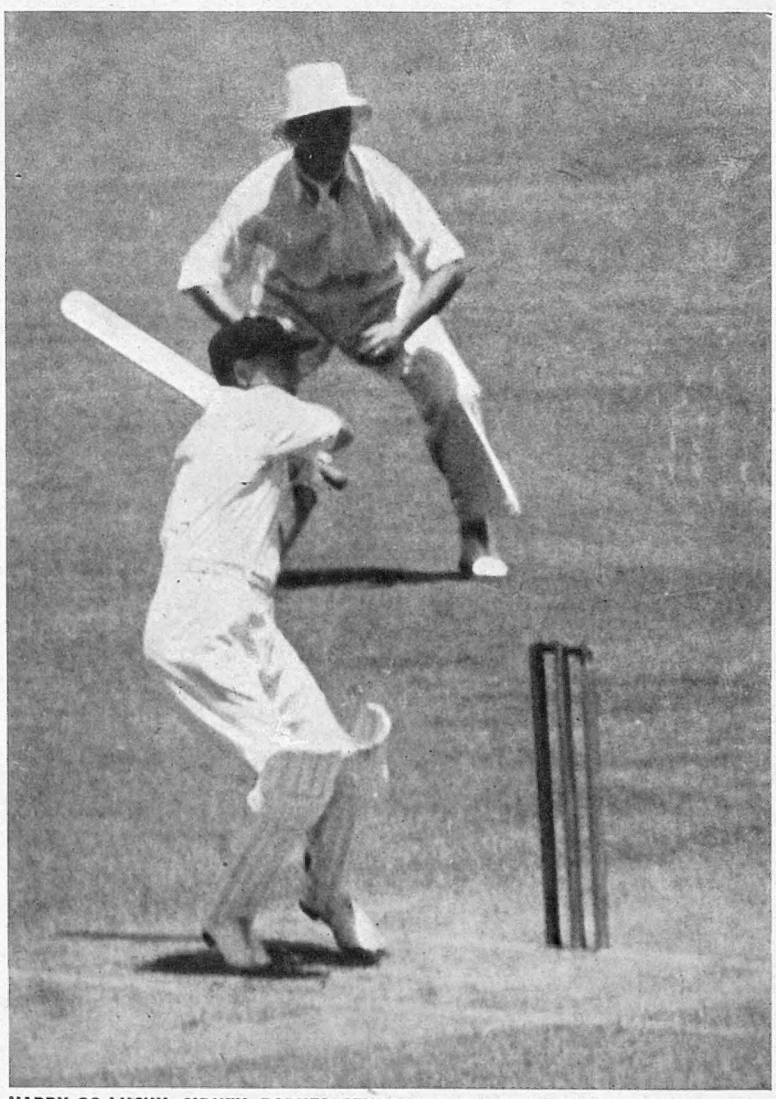
WHO SAID HAMMOND NEVER SMILES? Don Bradman and Wally Hammond, the Australian and English captains, tossing before the start of the first Test match at Brisbane. Bradman won the toss, and in doing so virtually won the match for his side, as the team which had to bat second on the glue-pot wicket at Brisbane was left without a chance

BARNES WAS TOO ADVENTUROUS: Australia's No. 1 hitting out at the start of the innings. He made 31 in quick time before being caught by Bedser off Wright's bowling, and although he played well, most of the critics thought that he was far too incautious for an opening bat in a six-day Test match. Barnes is the New South Wales captain, and he toured England in 1938. He began last season by scoring five first-class centuries in a row. He is a moderate bowler

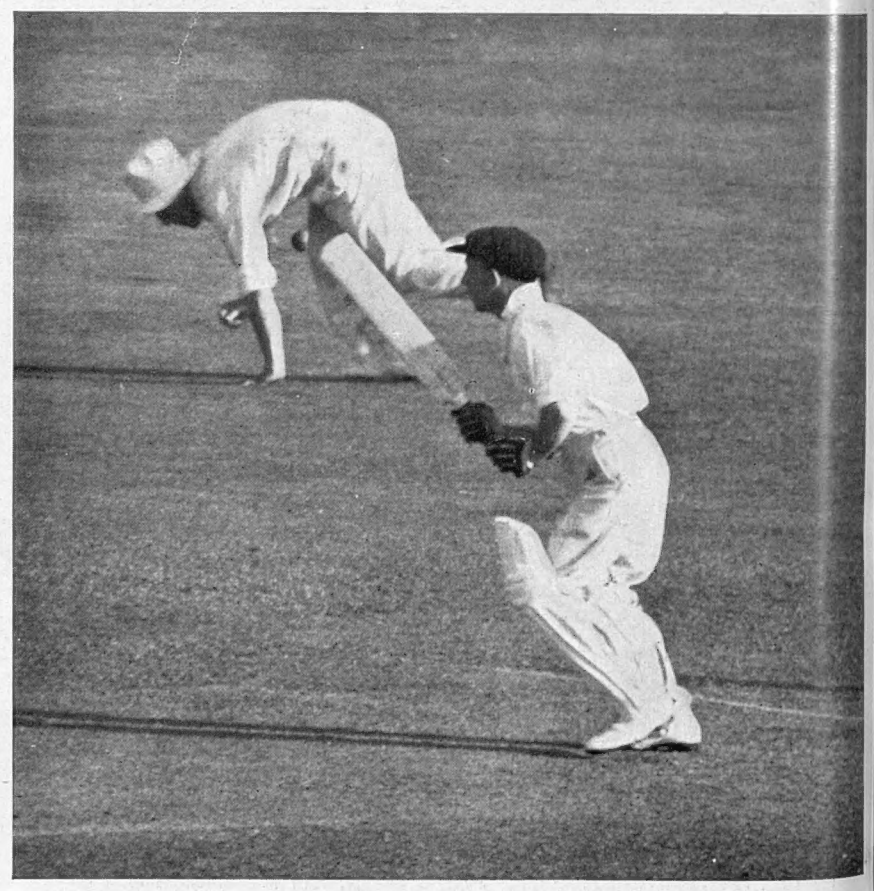
AUSTRALIA'S MAMMOTH TOTAL

How Bradman and His Men Compiled the Great Score which Won Them the First Test

While the English and Australian players sweltered beneath the Queensland sun as the first post-war Test match got under way at Brisbane, thousands of Englishmen made 7 a.m. appointments at their wireless sets, and before setting off for work listened eagerly to the commentary on the play sent direct from Australia. What they heard at the end of the first day was not too encouraging. Don Bradman, the Australian captain, with twenty-five Test centuries to his credit, had done it again, and with Lindsey Hassett as a stolid partner, the two of them had carried the score to 292 for two wickets. Before the innings closed, Australia compiled the mammoth total of 645 (Bradman making 187), and then England, faced with two successive glue-pot wickets of the kind which only Brisbane really knows, went down before the bowling of Miller and Toshack. For Hammond and his men it was naturally a disappointment, as it was also for the great army of cricket fans—and their name is legion during the Tests—but this Friday and Saturday scheduled for the start of the second Test, it is safe to say the wireless listeners will again be up and about betimes, waiting to hear the click of bat against ball as it echoes across the world from Sydney, New South Wales

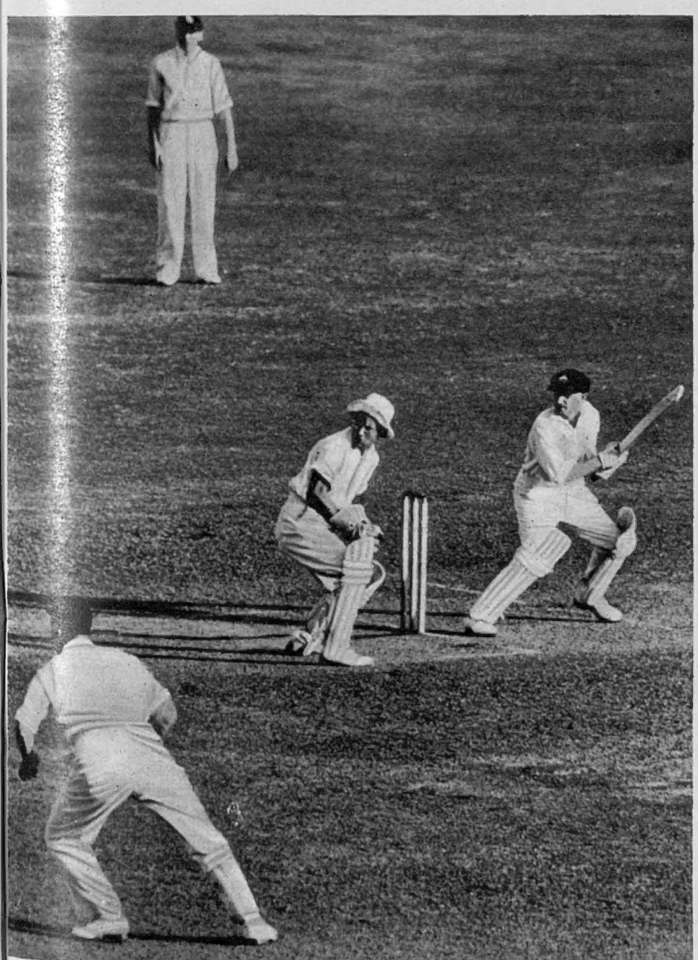


HAPPY-GO-LUCKY SIDNEY BARNES SENDS ONE TO THE BOUNDARY: Australia's opening bat at another stage in his carefree innings of 31. When he was dismissed by Wright, the second wicket falling at 46, it seemed that England was definitely on top, but it was then that Bradman and Hassett got together in their record-breaking third-wicket stand, and another wicket did not fall until the total had reached 322



EDRICH EVER ON THE ALERT: The Middlesex all-rounder missing a hard chance in the field off Lindsey Hassett, who went on to score a monumental 128. Hassett is usually a bold batsman, but on this occasion he subordinated his instincts to the needs of the game after Australia had lost two wickets rather cheaply. Later, when he did open out, Hassett fell to the consistent bowling of Alec Bedser

BRADMAN IN UNCERTAIN MOOD AT THE START OF THE INNINGS: The Australian captain as he snicked a ball to Edrich, who dropped a possible catch. During these early stages of his innings Bradman was markedly ill at ease, and he was missed more than once in the field



TRAIGHT THROUGH THE SLIPS: Bradman scores a four behind the wicket during a later stage in his remarkable innings of 187. At the end of the first day he was undefeated with 162 runs on the board. When he had passed 40 Bradman warmed up, and by the end of the afternoon he was completely dominating the fast-tiring English bowling

THE STROKE WHICH GAVE THE AUSTRALIAN CAPTAIN HIS CENTURY: Bradman off-driving a ball from Edrich. Meanwhile at the other end Bradman was receiving able support from Hassett, and the two created a third-wicket record

A POWERFUL HIT TO SQUARE LEG FROM THE MASTER: Bradman sending one of Wright's spinners to the boundary. At the wicket is Gibb (Yorkshire), who was preferred to Evans (Kent) in this Test, probably on account of his batting

OFF WITH THE BAILS: A smart attempt at stumping by Gibb; but Bradman was safely back in his crease and the appeal was dismissed. Gibb's form in this Test was patchy, and although he only gave away five byes, which is quite remarkable in a total of 645, he missed chances of catching at the wicket

AMERICA IN THE MEDITERRANEAN

The Presence of Her 12th Fleet in the Middle Sea Opens a New Phase in World Affairs

By FERDINAND TUOHY

"U.S. Mediterranean naval forces are leaving Naples to-day for routine training exercises."

"A U.S. naval squadron on a courtesy visit to Levantine ports received an enthusiastic welcome at Izmir (Smyrna). A Chamber of Commerce deputation went aboard the 27,000-ton aircraft-carrier *Randolph* with gifts of Turkish food."

"A permanent U.S. naval shore base, having access to both the Atlantic and the Mediterranean, with an installation at Port Lyautey, French North Africa, is being worked out in negotiation with the French Government, the U.S. State Department announced to-day."

The above three news items are the product of only a week's cutting. In previous weeks there had been messages of similar character from various other Mediterranean ports, or from waters adjacent. Thus the parent body of the same American Fleet—the Twelfth, and I hope my land-locked language will not cause too deep a shudder in any wardroom where THE SPHERE may linger—had something of a grand *fiesta* introduction to Lisbon. And, of course, American warships have been visiting British ports in the Mediterranean with foreknowledge of the constant welcome that awaits "one of the family" who isn't so in blood yet enjoys the privilege of being so regarded.

The *Randolph* has been at Gibraltar, while the 42,000-ton *Missouri* called at Malta, on its way to show the flag at Istanbul. American warships can call wherever the Union Jack is flying—from the shores of Tripoli (giving memories of an astonishing exploit in 1805) to anywhere they choose—and be certain of the same greeting.

In the event, however, the State Department fights shy of certain ports. Thus we should simply love the *Randolph* to pay a courtesy call on Haifa, but the political depths there are adjudged altogether too reefy for the successors of Paul Jones. And, indeed, the same goes for Alexandria and Piræus. It seems to be unlikely that U.S. warships will visit either of these ports so long as we remain in collision with the Egyptians, and while Greece continues to be considered as a British-protected zone.

If this American Fleet that is writing a new chapter in naval geography goes where it is welcome, and sometimes where it is not, it also does *not* go where it would be doubly and trebly welcome!

A second example of the standing welcome concerns French Mediterranean ports. The French people may have been deeply affected by so much of the U.S. Army treating France as an occupied country, all the more so, for the unexpectedness of it after the happy memories of "Sammy" in 1918. But the U.S. Navy was not involved in this attitude and behaviour, in French minds, and so, units of the Twelfth Fleet are sure of a permanent *bienvenu* at Marseilles, Algiers, Tunis, Villefranche, Oran, Ajaccio (Toulon being still a recognised British stage to and from the Middle East).

The Americans have a base at Marseilles which will probably continue in use until Port Lyautey is ready over in Morocco, while all the others have been visited in the present showing-the-flag round. Only Tito has signified his dissent from America in the Mediterranean, and he did so twice over in the past week—that is, taking Albania as part of his totalitarian dominion, and the Adriatic as an offshoot of the Middle Sea.

The U.S. Twelfth Fleet being well and truly at Trieste along with the Royal Navy, Tito showed how he felt about it, by ordering his kremlins around Pola to refuse all food supplies to this Anglo-American naval base at the tip of the Istrian Peninsula. He gave in explanation some rigmarole about U.N.R.R.A. goods, but the real purport was made the clearer when other kremlins barred the way to two American warships at Durazzo, to the extent that the U.S. Minister to Albania had to be ferried beyond the three-mile limit. Still other kremlins had previously been suspect of placing mines in the Corfu channel.

As the Twelfth Fleet has the run of Italian ports like La Spezzia and Gaeta, and is likely to be welcome at them, if only for material considerations, as long as Togliatti remains unable to achieve a Communist Premiership, it can squarely be said that the only Mediterranean ports which the U.S. Navy is avoiding, in its role as direct instrument of State Department policy, are the Spanish ones under Franco. At least, I have not come across notices of any such calls.

The stationing of an American fleet in the Mediterranean, as distinct from pre-war visits by the old *Pittsburg* and a few destroyers, is a major act of policy deriving from the new position of the United States as World Power No. 1, and it may be considered on a fourfold basis.

In opening case, it is a general affirmation of American strength and readiness to use it if need be. The Admiral commanding-in-chief signified as much in the course of a recent address, in the absence of which I may equally quote Secretary for War Patterson: "Military weakness is nothing but an invitation to be pushed around and assaulted by ambitious dictators. Weakness is a short and straight road to war."

Secondly, American naval presence which takes the special form of extra friendliness with the Turks, is a quiet reminder to the Kremlin that it is not going to be allowed to transform the world-important Eastern Mediterranean bit by bit into a Communist beholden preserve. Soviet-backed unrest or claims at vital places like Cyprus and Salonika—and one might well add Haifa!—are noted, and the American answer is to refuse to team up with Russia in these latitudes, as angled for by the semi-official *Izvestia*, which recently emitted a broad hint that after shouldering Britain out of "the Arab East," the United States and the Soviet Union could together work out a plan of economic development.

The American answer goes almost to the direct opposite by asserting that the United States is "deeply interested" in the Dardanelles. This interest is governed by the State Department's view that Turkey should continue to shoulder the primary responsibility of defending the Straits, that anything done at Potsdam in no way superseded the Montreux Convention, and that if Russia were to attempt unilateral action, that "would be a very grave matter with serious potentialities."

Third reason for America moving into the Mediterranean may be read in conjunction with the atom bomb's influence on naval establishments. That dispersal of battle fleets and decentralisation of harbour facilities is the only protection from the deadly radiation, is the official Bikini finding, and accordingly we observe a "sizeable portion" of the U.S. Navy directed to an inland sea whose American naval base will be just outside—at Port Lyautey.

Fourth reason for showing "Old Glory" round the Middle Sea, as never before, is salesmanship and the pursuit of markets. The moth-eaten cliché about trade following the flag has caught on with Americans in regard to most of the universe, where formerly they waved the Stars and Stripes from the sea, mostly at South Americans. Smyrna's Chamber of Commerce offering of fine candies aboard the flagship has been followed, I'll wager, by Turkish orders of American goods.

No appreciation of America coming-to-stay in the Mediterranean is complete without mention of the special position which the United States Government acquires by reason of its relations with the Holy See, whither Mr. Truman has just sent back the special Presidential envoy, Mr. Myron Taylor.

Moscow regularly turns its radio attack on the Vatican for its favouritism towards American prelates, who are somehow picked to fill the really important Nuncios to countries like Germany. Moscow hazards, too, that the summoning to Rome of the Archbishop of New York, and the exceptional honours that Pope Pius has bestowed upon Cardinal Spellman, is the prelude to the latter's appointment to the long-vacant Secretaryship of State, and that the appointment of the American Cardinal would, in turn, be the stepping-stone to the Papacy itself.

Moscow has made up its mind that Pope Pius intends to leave behind him the weight of all his influence to the end that the next Conclave may elect an American Pontiff as one of the surest means of aiding in the staving off of "godless Bolshevism" from Western Europe.

If His Holiness had a seaport, we may be sure that the Twelfth Fleet would have made a priority call there. Meanwhile, the voyaging of its units up and down the Mediterranean is already beginning to have an effect on social habits ashore, also on prices there. Gradually American ways, fads and fancies will make their appearance, though hot dogs should not be offered to certain eastern communities.

Of course, a note of regret must underlie this tale. Ever since Nelson won at Aboukir, the White Ensign has queened it in the Mediterranean, and never more so than around Malta in 1942. Yet that apotheosis was the writing on the sea-wall: it spelled that air power had drawn in our dominion of the Middle Sea, and the atom bomb has since clinched matters.

We could never again maintain that thin line across the inland sea. We are not moving out as America moves in. Gibraltar, Malta, Tripoli, Cyprus testify to British continuation. We are, however, shifting the emphasis of our Middle Eastern defence of the "imperial life-line," of *la route des Indes* about which French Fascists used to inveigh, to Central Africa, Durban, Bulawayo, and places like that.

THE PAPACY AND THE UNITED STATES—POPE PIUS XII TAKES A DEEP INTEREST IN AMERICAN AFFAIRS, SPIRITUAL AND TEMPORAL: His Holiness seen before delivering from the Vatican a trans-Atlantic broadcast to American youth, in the course of which he declared "This is the American hour." The exceptional honours accorded by the Pope to America's Cardinal Spellman are regarded as equally significant, and in some quarters it is being said that he may one day occupy the Papacy after first holding the vacant Papal Secretaryship of State, the Vatican's key political appointment

THE "VANGUARD" STEAMS DOWN-CHANNEL: The 42,500-ton battleship viewed from the air en route to Gibraltar on her "shake-down" cruise which she is making preparatory to taking the Royal Family on their South African tour. In the background is an escorting destroyer, H.M.S. "Obedient." "Vanguard" will return to Portsmouth in time for Christmas leave and New Year leave for the crew, and she will set out for the Cape on February 1

PREPARING for the ROYAL TOUR OF SOUTH AFRICA

The "Vanguard" on a Shake-down Cruise: The Coaches for the King's Train

When the war came in 1939 it interrupted, among other things, the programme of Royal tours of the Commonwealth which had been decided upon by the King and Queen. Now at last they are able to pay the first visit of their reign to the Union of South Africa, and on February 1 they will sail from Portsmouth in H.M.S. *Vanguard*, Britain's latest and biggest battleship. *Vanguard* has been specially converted for the occasion, and on the journey out to the Cape the Royal Family will occupy the quarters usually reserved for the Admiral wearing his flag in *Vanguard*. The quarters have already been modified, and after Christmas they will be decorated, and furniture from the Royal yacht *Victoria and Albert* will be installed. The Royal train, which is shown in the lower pictures, will consist of fourteen coaches, eight of which have been specially built in Birmingham to the order of the South African Government. The coaches for the personal use of the King and Queen and the Princesses are in cream and gold with the Royal crest emblazoned on the sides. Two similar coaches have been ordered by General Smuts for his own official journeys in the Union. It is probable that the King and Queen may use the Viking aircraft of the King's Flight on some of the longer journeys which they will make while in South Africa.

THE ROYAL TRAIN IN WHICH THE KING AND QUEEN AND THE PRINCESSES WILL TRAVEL THE LENGTH AND BREADTH OF SOUTH AFRICA: An artist's impression of the train on the veldt, and (inset) an interior view of the lounge car. Eight of the coaches, including the four for personal use of the King and Queen and the Princesses, have been built at the Saltley works of the Metropolitan-Cammell Carriage and Wagon Company, and Their Majesties recently paid a visit to Birmingham to inspect them. This drawing shows in detail how the fourteen coaches of the Royal train will be made up—*Drawing by S. E. Beck*

EVACUATION OF BRITISH INDIAN FORCES FROM JAVA : A cargo vessel waiting to be loaded up at the Batavia docks and quantities of military supplies lining the quay. An artist's impression of the scene at the end of November, when the last units made their departure from the East Indies and all commands were handed over to the Dutch Army—*Drawing by W. G. Whitaker*

Foreign Survey (I)

JAVA SETTLES DOWN

But India, Palestine, Egypt and Greece Provide Continuing Problems

To disarm and repatriate the powerful Japanese garrison in the Netherlands Indies, to rescue Allied prisoners of war and internees, and to occupy keypoints to ensure security, were the principal tasks facing the British Indian troops in Indonesia at the conclusion of the Pacific war, and they were additionally complicated by the emergence of a far-reaching Nationalist movement which convulsed Java and Sumatra. Britain—not for the first time in this post-war world—lay between two fires, and it is a remarkable tribute to our troops that when they finally evacuated the Netherlands East Indies on November 30, they had by their gallantry, patience and good temper earned the respect of Dutchmen and Indonesian Nationalists alike. The evacuation of Indonesia brings to an end the appointment of Supreme Allied Commander, South-East Asia, and Britain is now honourably freed of a responsibility which at times was fraught with deep embarrassment. One of the last commanders to withdraw was Major-General Hedley, G.O.C. 26th Indian Division, who handed over his command at Medan, Sumatra, to a Dutch Commander

THE CONTINUING TRAGEDY OF INDIA : A sketch-map illustrating some of the major points involved in the last two months of communal strife in India. The map also shows the frontier region which has been very much in the news of late, as a result of the visit of Pandit Nehru to Peshawar and the main tribal areas

On right—**WHERE INDIA'S NEW GOVERNMENT FACES A MAJOR TASK : A diagrammatic impression of the North-West Frontier region, the control of which has exercised the best brains among British Indian administrators for close on a century, ever since 1849, when Britain annexed the Punjab from the Sikhs and became responsible for the frontier.** The preserving of peace among the tribes, the great majority of whom are Pathan, has cost many lives and much money in a series of campaigns. It is now possible that an entirely different approach by a self-governing India will succeed where strong-arm methods and cajolery have failed. Pandit Nehru's recent visit to the frontier adumbrated the new approach, and it was significant that he was received with hostility by many of the tribesmen of the Khyber Pass

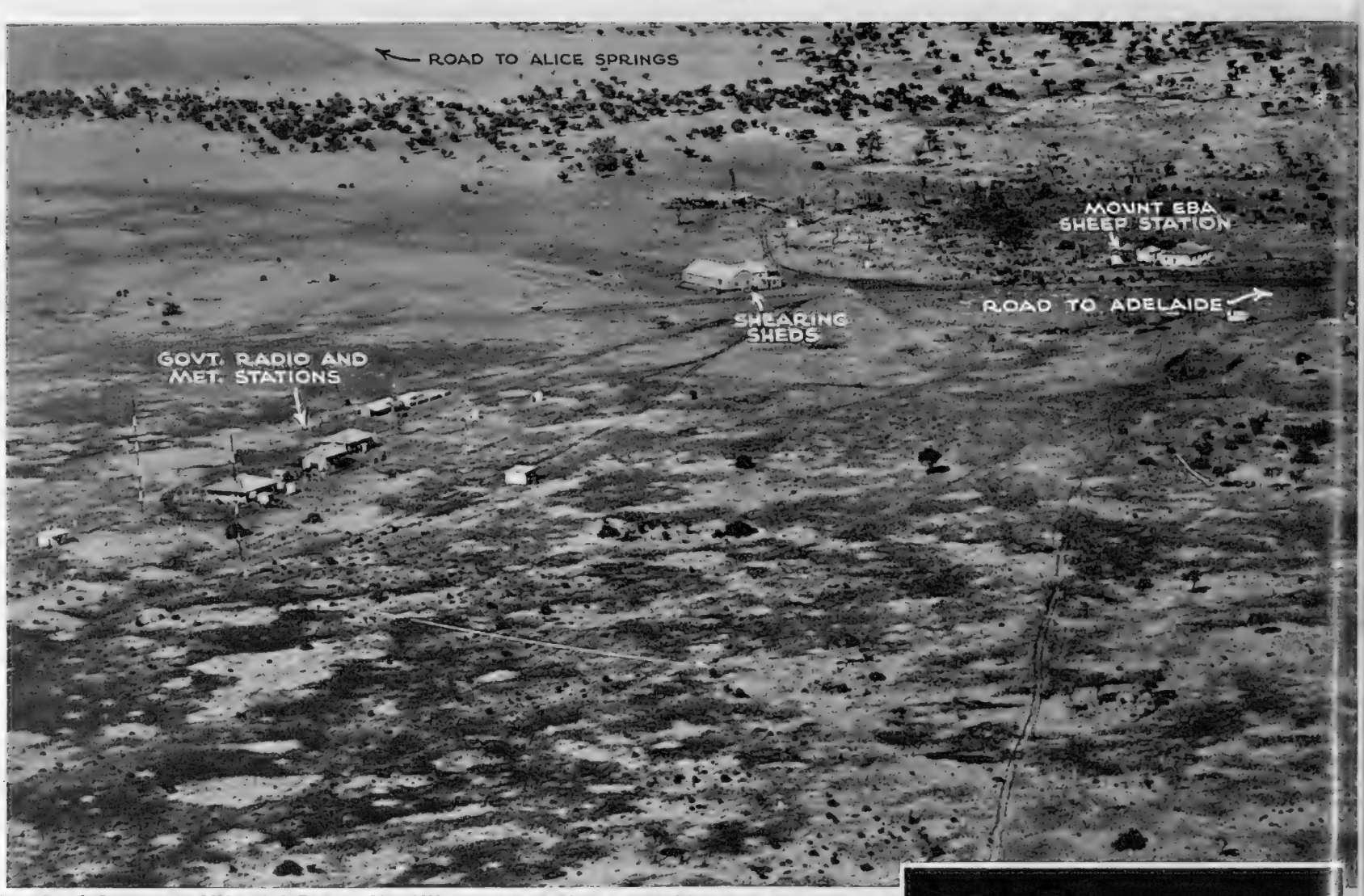
A THREAT AND AN IMPLICATION: British troops removing from the rails of the vessel "Jewish Assembly" a notice proclaiming dire reprisals and suggesting at the same time that Britain uses strong-arm tactics against the refugees. The 3,500 illegal immigrants from the *Jewish Assembly*, the largest number yet to arrive at Haifa in one ship, were transferred to other vessels for transportation to Cyprus, and meanwhile a battle was started in the Supreme Court, Jerusalem, with a view to preventing the transhipment. To do this, a *habeas corpus* application was made on behalf of 1,941 of the passengers, all of whose surnames and Christian names were furnished to the court, and meanwhile the passengers remained in Haifa Bay while the case was argued to its conclusion. The application was made by a member of the executive of the Jerusalem Community Council

WHAT HAPPENED WHEN THE "JEWISH ASSEMBLY" ARRIVED IN HAIFA HARBOUR: British troops engaged in transferring Jewish passengers from the immigrant ship to other vessels waiting in the bay. Many of the Jews resisted transfer, and a number of British soldiers were injured when tins of food were hurled at them. Of the 3,500 passengers, nearly 2,000 have been named in the habeas corpus application placed before the Supreme Court in Jerusalem

THE BONFIRE OUTSIDE TEWFIKIAH SCHOOL: A close-up of the scene in the main street of Choubra suburb, Cairo, at the end of a week of rioting. The main effort of the police and Egyptian forces was to prevent students from marching to the Abdin Palace

CAIRO'S STUDENT AGITATORS GO INTO ACTION: A bonfire in front of the Tewfikiah School in the suburb of Choubra following a street battle between students and police. This picture, showing the road littered with stones and other missiles, was taken after a week of rioting in the course of which the students demonstrated repeatedly against the proposed Sidky-Bevin Treaty Revision and also called for a speedier evacuation of Egypt by the British Army and the immediate Union of Egypt and the Sudan. In order to deal with the very alarming student situation the Egyptian Government has ordered that Fuad el Awal University and a number of secondary schools shall be closed indefinitely

GUERILLA WARFARE ON GREECE'S NORTHERN BORDERS: *Left*—A Greek Regular Army patrol outside a church near the village of Mournies; and (*right*) Greek citizens who were killed during a frontier battle at Notia. The fighting in Northern Greece has gathered pace during the past few weeks and many minor battles have been reported in Macedonia, where the Greek frontier touches the frontier of Yugoslavia. The biggest battle occurred at Skra, where a guerilla force, estimated to be 700 strong, launched a surprise dawn attack against the Greek garrison. After a bitter fight the garrison was overwhelmed, and when Greek Regulars finally retook the town they not only found it in flames but that many of the inhabitants had been murdered and their homes burned to the ground. In a recent memorandum the Greek Government set forth twenty-one incidents on the Greco-Yugoslav frontier where the guerillas had received sanctuary or other help from the Yugoslav side of the border



THE PROJECTED HEADQUARTERS FOR ANGLO-AUSTRALIAN ROCKET RESEARCH—AN AERIAL VIEW OF THE LONELY MOUNT EBA DISTRICT OF SOUTH AUSTRALIA WHICH MAY SHORTLY BE DEVELOPED INTO A THRIVING TOWNSHIP ACCOMMODATING 500 WORKERS AND THEIR FAMILIES: Mount Eba, which lies in typical scrub country to the north of Lake Gardiner and over 300 miles from Adelaide, possesses a Government meteorological station and one farmstead. Mount Eba will probably be the discharging-point for the long-range rockets which will be directed northwards into what is known as the "Dead Heart of Australia." Before this is done, however, houses, schools and stores will have to be constructed and a loop-line made with the main railway from Port Augusta, South Australia, to Perth. Railway construction alone will cost £1,000,000, and the whole scheme is being planned on a most elaborate basis. The site has been decided upon as a result of recent consultations between the Australian Government and the British Rocket Mission

Foreign Survey (II)

MOUNT EBA TO BE ROCKET TOWN

And Other News in Pictures from Abroad

THE ROLE OF THE RUSSIAN ORTHODOX CHURCH IN NEAR EASTERN AFFAIRS: The visit of the Metropolitan of Leningrad (centre) to the Greek Orthodox Patriarchate in Jerusalem. This courtesy visit was of special import, as it indicates the renewal of relations between the sister-churches, the Russian Orthodox and the Greek Orthodox, which have been broken off since the days of the Soviet Revolution

BEHIND BARBED WIRE IN A CYPRUS CAMP: Jewish youths with an A.T.S. Redcap and a British soldier at one of the big camps where there are now a total of 5,000 Jewish men, women and children who have been brought there from the ships in which they were attempting to reach Palestine in defiance of the quota laws. The condition of these camps has lately been commented upon with disgust by British medical authorities, and it would seem that many of the Jews in Cyprus are determined, by neglecting their own personal welfare, to create such squalor that the whole aspect of the camps will reflect on the British Government. As a result of this move, the British authorities are creating new camps, and have ordered photographs of them to be taken each week. It is hoped in this way to prevent any international misunderstanding

A QUESTION OF COLLABORATION : Sacha Guitry's sixth wife in the French courts. Regine Richardot (right), who met the French actor while he was in prison and himself facing charges of collaboration, seen with her mother as she answered questions about her own alleged collaboration with the Germans. Guitry is now over sixty. Regine Richardot was a nurse at one time

MR. BEVIN TAKES A DAY OFF FROM THE HURLY-BURLY OF FLUSHING MEADOW : Britain's Foreign Secretary with Mrs. Bevin at the Polo Grounds, New York, where they saw their first Grid Iron game. The match, a professional contest of some moment, was between the Los Angeles Rams and the New York Giants. Throughout their stay in New York Mrs. Bevin has been at her husband's side, and she has done much to maintain his health since his recovery from the breakdown at the time of the Paris Conference

THE WINNER OF THE FEMINA VIE HEUREUSE : Michael Robida after the announcement of the 1946 award of the leading French literary prize. M. Robida (left centre) receives the prize for his book *Le Temps de la Longue Patience*. He is thirty-seven years old and a leading figure in French broadcasting. He has also written several works of biography and novels

WILL HE FIGHT AGAIN? Max Schmeling, former world heavyweight boxing champion, with his wife, ex-actress Anny Ondra, in the garden of their home in the British Zone of Germany. Schmeling has lately received permission from the British Military Government to resume active participation in sport, but it is not known whether he intends to take up professional boxing

THE BRITISH AMBASSADOR INAUGURATES A PARIS EXHIBITION OF ENGLISH BOOKS : Mr. Duff Cooper and Lady Diana Cooper walking round the display at the University Press in the Place de la Sorbonne. The exhibition has been organised under the auspices of the French Foreign Ministry to emphasise the current literary trends in Britain

TO IMPLEMENT THE CHERIBON AGREEMENT : The Dutch Prime Minister presiding over his assembled Cabinet when they met the Indonesian Commission General to discuss the future of the Netherlands East Indies. Dr. L. J. M. Beel, the Prime Minister, is seen seated in the centre, and on the right are Mr. Willem Drees, Minister for Social Affairs, and H. Vos, Minister of Transport. It was hoped last week that the whole Indonesian question was near settlement

THE YOUNG VISITORS : Austrian boys and girls attending a class in Vienna prior to their departure for England as guests of the British nation. These children are for the most part sons and daughters of those who died in concentration camps, and when they arrive in England they will spend a month together. After they have become accustomed to British life they will spend a further two months with families. Each group of ten children will be accompanied by an adult Austrian

FOOTBALL IN TOP-HATS

THE INTER-VARSITY RAG AT CAMBRIDGE

A Day of Carnival, with Beards to the Fore

December 3 was a red-letter day at Cambridge, when undergraduates and senior members of the University participated in one of the most boisterous rags ever staged.

The idea was that "fifteen gentlemen of Caius College, Cambridge," should contend on the football-field with "fifteen sportsmen of Oxford in the game of foot-the-ball," and wearing the costumes of 100 years ago. From early morning the fun was fast and furious, with top-hats and whiskers in evidence in every part of the town, and when the Oxford team arrived in a coal-cart, preceded by an outrider in scarlet, Cambridge truly wore an air of carnival. Every player was bearded, while the spectators, including many distinguished figures in University life, went to endless pains to dress themselves appropriately for the occasion, whole families appearing in Regency costume,

CAMBRIDGE AS IT WAS A CENTURY AGO: Mrs. D. S. Crutchley, Mrs. Bicknell, Mr. M. P. Tester (of Clare), and Mr. McCleod were a notable quartette in the streets of Cambridge as they waited to greet the arrival of the Oxford team in last week's inter-Varsity rag. Senior members of both Universities took part in the rag, and there was a carnival air in the town which positively bristled with top-hats and whiskers. The big event was the match on Parker's Piece between "the gentlemen of Caius College and fifteen sportsmen of Oxford"

"MIND MY FOOT!" This old gentleman, with one of the goutiest limbs on record, had the satisfaction of being wheeled round Cambridge all morning. Wherever he went crowds followed

A FAMILY PARTY ARRIVES AT PARKER'S PIECE: Reminiscent of the days of Queen Victoria, when top-hats, wasp-waists, and long skirts were de rigueur, this group at the big football match typified the fine turnout of Cambridge folk for the inter-Varsity rag at which players and spectators alike donned the costumes of a century ago

GUARDIANS OF THE LINE: These three gentlemen, bowler-hatted and bewhiskered, acted as linesmen in the big football match. During the interval they munched hot potatoes

THE MEN WHO DID BATTLE ON PARKER'S PIECE : Some of the bearded and bewhiskered participants in the football match between "fifteen gentlemen of Caius College, Cambridge, and fifteen sportsmen of Oxford." Every player was bearded and in the costume of 100 years ago, and they were cheered on by many senior members of Cambridge University who turned out for the occasion in similar costume. During the morning there were carnival scenes in the town

THE GAME IS AFOOT : Two dramatic incidents during the match between the "fifteen gentlemen of Caius College, Cambridge, and the fifteen sportsmen of Oxford." The Oxford team arrived in a coal-cart, preceded by an outrider in scarlet, and the match was played with three balls, coloured red, yellow and green. Caius won the toss, and kicking off two of the three balls, they soon went ahead, and when they were returned victors 6 to 4 they saw to it that their rivals from Oxford paid for the "kilderkin of good English ale" which they all drank in the clubhouse at the end of the game. Only once was there a foul. It began in a mid-field mêlée, and the defaulters were then hauled before the governor of the game for an old-fashioned admonishment delivered in Latin

ALL THE FUN OF THE FAIR ON PARKER'S PIECE : These spectators in period costume had the time of their lives. One man arrived on a "penny-farthing" cycle, much to the amusement of a real sergeant of police who attended the game in his official capacity. The gentleman with a gouty foot made a thorough tour of Cambridge during the course of the day and was a prominent figure on the sidelines at the big match. At half-time in the game the nobility and gentry of Cambridgeshire and Oxfordshire—and a good many other places besides—paraded across the field and quite obviously enjoyed themselves immensely

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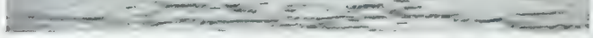
EXPLORING ANTARCTICA : An icefield near the Bay of Whales in the Ross Sea. On his latest expedition, Admiral Byrd, the American explorer, who left America last week, plans to enter the Bay with part of his fleet and establish an air base on the Ross ice-shelf, Little America. The airfield will be cut out of wastes of snow and ice

THE ROBOT WEATHER STATION : During his expedition to the Antarctic, Admiral Byrd will instal signalling stations of this type at various points on the Continent. These can be left unattended for three months at a time, and throughout that period they can provide headquarters with meteorological data at hourly intervals

TWO EXPEDITIONS TO THE FAR SOUTH

Admiral Byrd in Antarctica; The Voyage of the "Trepassey"

Admiral Byrd, who has crossed both Poles by aeroplane, is now on his way south with thirteen ships on one of the greatest Polar expeditions of all time. His objects are manifold, among them being the testing of U.S. naval equipment in high-freeze conditions and the mapping of the Antarctic Continent from heavy transport planes. There is also a possibility that uranium may be discovered in payable quantities in Antarctica, and the expedition is equipped with new devices for the detection of mineral resources beneath ice and snow. Significantly enough, the Australian Government, which, like the U.S. Government, has made claims on the Antarctic land mass, is considering the possibility of sending its own expedition south with a view to developing mineral and fishing resources. Russia, Norway, Chile and the Argentine are also said to be interested. Ships of Admiral Byrd's expedition sailed last week from Norfolk, Virginia, and San Diego.

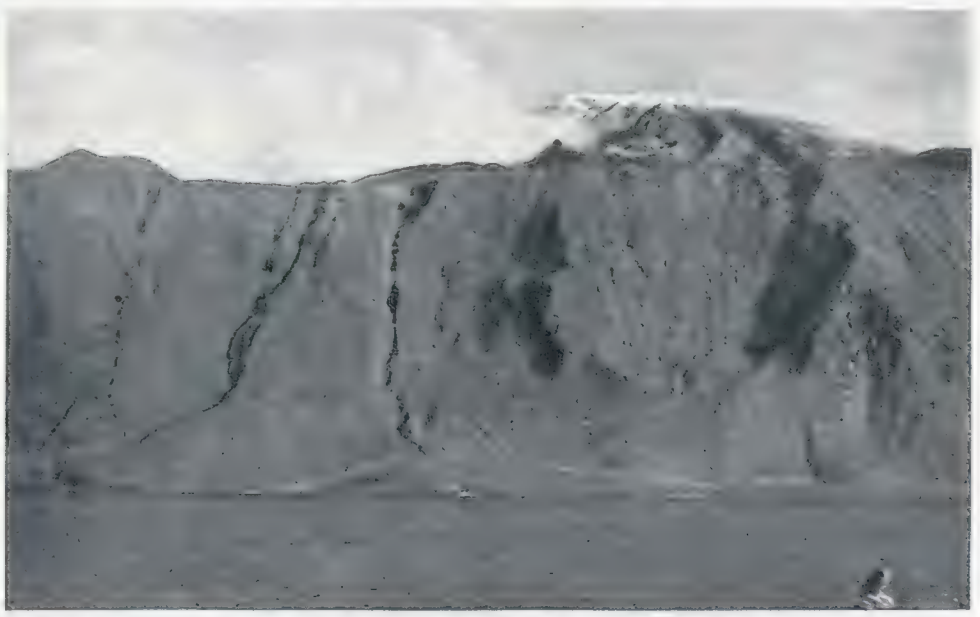


OLD GLORY IS UNFURLED ON THE ANTARCTIC CONTINENT : The American flag outside a store tent in Little America, part of the Antarctic land mass claimed by the U.S. This picture was taken during the U.S. Antarctic Expedition in 1939-40

A BRITISH ANTARCTIC EXPEDITION—THE 350-TON WOODEN RESEARCH SHIP "TREPASSEY" CRUISING IN THE REGION OF THE FALKLAND ISLANDS: A diagrammatic sketch showing the configuration of this British Crown Colony in the far south which the "Trepassey" will use as a base during her two years in the South Atlantic and Antarctic Oceans—*Drawing by E. G. Lambert*

The voyage of the research ship *Trepassey* to the Falkland Islands, most southerly portion of the British Empire, and the remote whaling stations of the far south is a very different proposition to the thirteen-ship American expedition which Admiral Byrd himself is leading to Antarctica. Admiral Byrd, with 4,000 men under his command, is to attempt to map Antarctica, using heavy transport planes and building an aerodrome on the Ross ice-shelf. The twelve young scientists who recently sailed from London in the *Trepassey* are more modest in their intention, but this group of biologists, weather men, geologists and map-makers none the less hopes to return in two years' time with vital new information for the Colonial Office. The *Trepassey*, which was built last year by the Newfoundland Government, has been chartered by the British Government. She incorporates many features of the celebrated *Discovery*. Her main base will be Stanley Harbour, in the Falklands, the same port which Sir Ernest Shackleton used after the dramatic crushing of his ship in the pack-ice of the Weddell Sea. The Falklands are not actually a part of the South Polar cap, and they are really an eastward extension of the South American coast. They are about 320 miles from the Strait of Magellan, and 1,000 miles south of Montevideo, Uruguay. East Falkland has an area of 3,000 square miles. It was first colonised by the French in 1763

THE ONLY BEACH AT TRISTAN DA CUNHA: High and forbidding cliffs surround the main island, and it is solely at this point that it is possible to land supplies when the mail vessel pays its periodic visit. The area of the group is only 44 square miles, but the main peak rises to a height of 8,000 ft.



THE FORBIDDING CLIFFS OF TRISTAN DA CUNHA: A view of the principal island in the group which has been much in the news of late. The Government is at present debating the future welfare of the islanders following observations made in the war when Tristan was officially known as H.M.S. "Atlantic Isle"

On left—**THE STRANGE ASPECT OF TRISTAN: An artist's impression of the main island, showing how, despite its limited area of 44 square miles and its circumference of 31 miles, it towers to a central volcanic peak of 8,000 ft. During the war an Admiralty meteorological station was maintained on Tristan, being situated on a small plateau of the central peak. Tristan was discovered in 1506 by the Portuguese Admiral after whom it was named. In 1810 the first permanent inhabitant, one Thomas Currie, landed on the main island**—*Drawing by E. G. Lambert*

THE FUTURE OF TRISTAN DA CUNHA:

Although the British Navy has now left Tristan da Cunha after using the main island as a meteorological station during the war, it is understood that the South African Government is to continue the station, and from now onwards lonely Tristan can expect more regular visits from warships, bringing the inhabitants mail and supplies. Major Gane, the Hon. Secretary of the Tristan da Cunha Fund, has recently written to the Press regarding the future of the island group and its inhabitants, and in the course of his remarks he declared: "The effects of inbreeding are beginning to tell in that the children have not the same degree of intelligence as their parents. This raises a problem of the first magnitude, and one of considerable complexity, as any long-term policy for the future welfare of the islanders must take into account the provision of suitable arrangements for emigration"

HOW GIANT WAVES ARE MADE

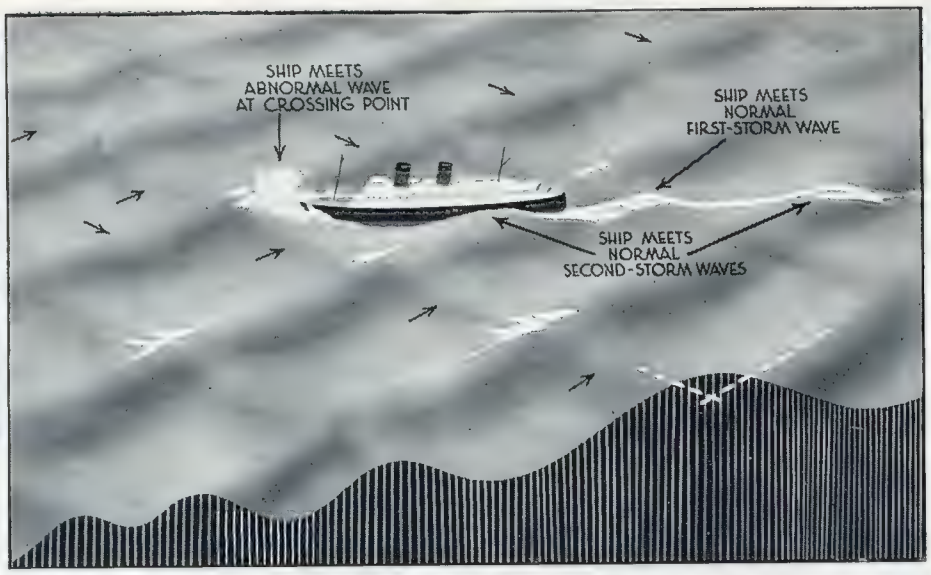
Three Distinct Causes for Their Appearance

On her last homeward crossing twenty-two passengers in the *Queen Elizabeth* were injured when the ship encountered giant waves, while earlier in the year a huge wave caught the Southern Railway Company's cross-Channel steamer *Isle of Jersey*, washing three of the passengers overboard. On both occasions there was much speculation in the Press as to the height of the waves, and the consensus of informed opinion regarding the wave which hit the *Isle of Jersey*, seemed to be that it was about 60 ft., although naturally appearing to be much greater on account of the height to which the water was thrown on hitting the ship's stern.

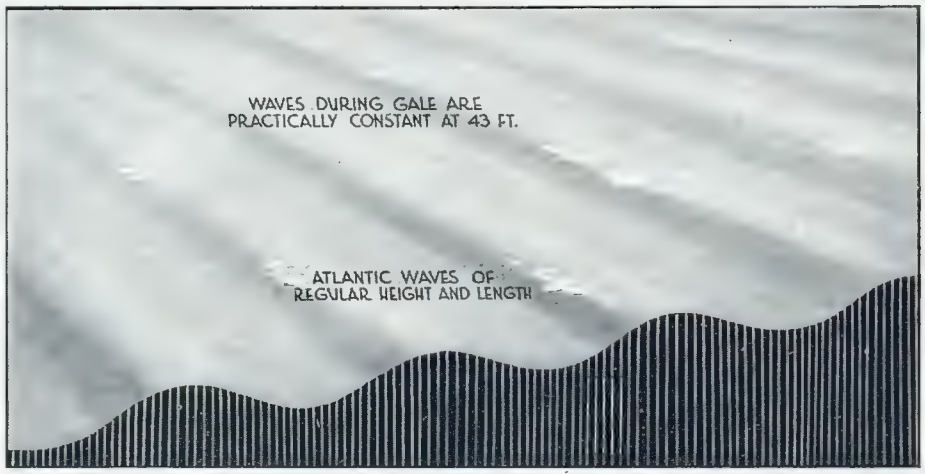
In the accompanying diagrams details are given regarding the way in which these giant waves come into being, and a correspondent of THE SPHERE, Mr. R. A. Ryves, who has studied the question closely during many voyages, contributes the following notes.

There are three independent causes of the creation of exceptionally high waves, says Mr. Ryves, and these waves can thus be divided into three categories—(1) Earthquake waves; (2) Ocean waves superimposed on a swell; and (3) Waves resulting from change of wind direction.

The earthquake wave, due to a disturbance in the sea-bed, spreads in all directions. In the shelving sea-bed off a seashore its velocity increases, and it may rush at a high speed over many miles of coastal land, flooding to depths of many feet. Depths up to 25 ft. have been reported.



HOW ABNORMALLY BIG WAVES COME INTO BEING: A diagrammatic sketch illustrating what happens when the wind changes suddenly at a time when seas are running high. The altered wind will raise waves which will travel at an angle to the travel of the slowly-subsiding waves caused before the wind changed. When a ship crosses the point where the crests of a wave in each series intersect, or near such an intersection, waves exceeding in height those of either period will be encountered. At the crossing-point in this diagram the liner is seen facing a giant wave at her bows. The effects of such a wave may, of course, be severe, and on many occasions giant Atlantic liners, such as the "Aquitania," have entered New York or Southampton with their deck fittings badly buckled by sheer weight of water descending on them



THE REGULAR, RHYTHMIC BEAT OF ATLANTIC WAVES: It has been found by accurate measurement that, in gale conditions, where there is no question of wind change, earthquake shock, or any other special factor, the wave maintains a constant height of 43 ft. Only in storms of exceptional severity do the waves reach 50 ft. in height, and the height of waves is indeed often confused with the height to which the water is thrown when the wave breaks in its violence against the ship

A much more frequent cause of a ship encountering a wave of abnormal height is when the storm-waves are superimposed on a swell caused by a previous storm.

It often happens that in or after a heavy storm, when seas are running high, the wind changes suddenly and then continues to blow from the same quarter, raising waves travelling at an angle with that of the travel of the slowly-subsiding waves caused before the wind changed. Waves exceeding in height those of either period will be encountered when the ship crosses where the crests of a wave in each series intersect, or near such an intersection. As will be evident from the drawing on this page, the frequency of coincidence of crests depends upon the wave-lengths of both series, and the angle between the directions of travel; and the frequency of the passing of the ship through a wave of extra height depends also upon its course relative to the directions of travel of the waves. The effects of such waves upon a ship may be severe.

In the North Atlantic, with sea-room from 600 up to certainly 1,000 miles and perhaps 2,000 miles, the height of the large waves during ordinary strong gales is practically constant, being not less than 43 ft.

A GIANT STORM-WAVE ENCOUNTERED
way to England with 623 passengers w
reached a height of 60 ft., and as it
up in a heap among furniture and brok

THE ACTION OF AN EARTHQUAKE WAVE: When a volcanic upheaval of the sea-bed occurs, it is only natural that the body of water above it spreads in all directions. In the shelving sea-bed off a neighbouring coast, the velocity of the earthquake wave increases, and it may rush at a high speed over many miles of coastal land, flooding them to many feet in depth. Conditions like this were set up in the Pacific in the spring of this year, immense waves sweeping across the Western Pacific from the region of the Aleutian Islands and striking with greatest effect against Hawaii. The waves actually reached Valparaiso, on the coast of Chile, a distance of 9,000 miles from the source of the disaster. An earthquake wave usually generates secondary waves, and because their wave-length is much greater than those of the storm-waves, there are, as a result, many waves of normal height between the waves of exceptional height. The exceptional waves occur when the crest of the earthquake wave is at about the same place as the crest of one of the storm-waves—*Drawing by S. E. Beck*

OFF THE CASQUETS—THE 2,000-TON STEAMER "ISLE OF JERSEY" IN THE MIDST OF HURRICANE CONDITIONS 20 MILES FROM GUERNSEY: The vessel was on its when a wave of enormous dimensions struck her towards the stern on her starboard side, immediately washing three passengers overboard. The wave probably hurtled down on the exposed decks of the vessel numerous passengers were injured. In the saloons men, women and children were flung to the floor and finished ken crockery. The incident occurred during the late summer, and has been specially depicted for "The Sphere" by the well-known marine artist, Montague Dawson

"SHIPPING IT GREEN"—THE AIRCRAFT-CARRIER H.M.S. "FURIOUS" TAKING A HUGE WAVE OVER THE FLIGHT-DECK WHEN PLOUGHING THROUGH HEAVY SEAS: This picture is a fine example of the sort of conditions which prevail during a sudden change of wind, when the subsiding waves blown up from one quarter meet the waves created by the wind in its new direction. British aircraft-carriers have strong flight-decks, but many American carriers have been damaged

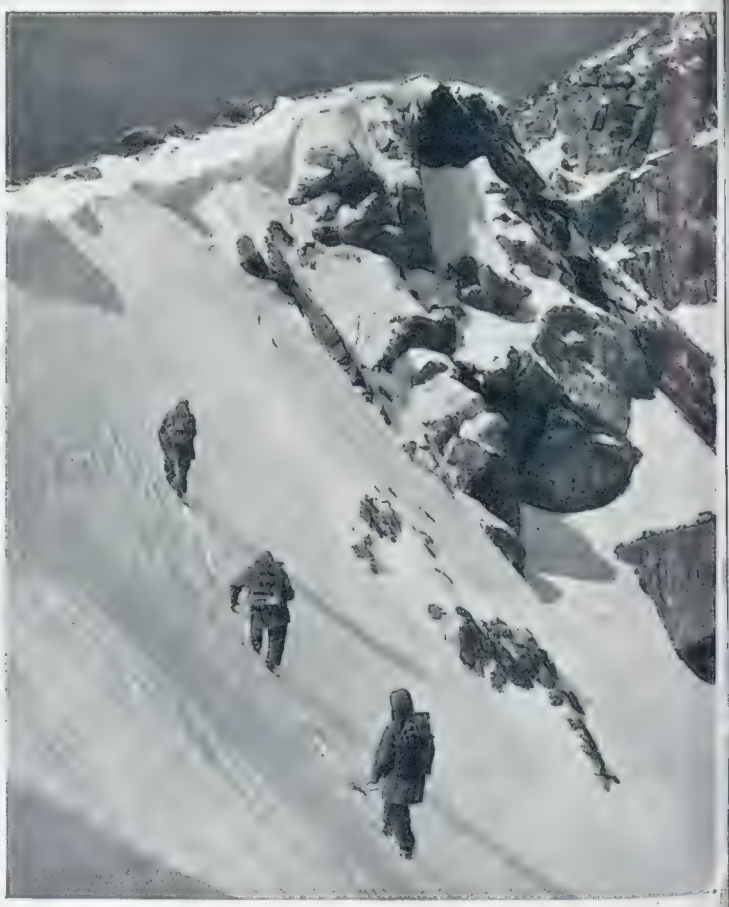
AIR-CURRENTS THAT CAN CAUSE DISASTER IN ALPINE FLYING: A diagrammatic drawing showing what pilots have to contend with in conditions such as caused the recent Dakota crash in the Bernese Oberland. Most civilian air passengers know that journeys over mountainous districts are generally unpleasantly bumpy, while flying over sea or flat land is often smooth. The reason is clearly shown in the above drawing. Warm air on the sunlit side of a mountain or hillside causes a thermal up-current with a resultant drop behind the peak. In the case of the recent Dakota crash, the plane was caught in an intense down-current

HAZARDS of ALPINE FLYING

A Survey of Its Problems and the Way in Which They Are Overcome

Much valuable information with regard to Alpine flying has been obtained from the experience of glider and sail-plane pilots. It is necessary for them to make use of thermal up-currents to obtain height, and it is these currents and their corresponding down-currents and air-pockets that are the cause of many of the hazards of Alpine flying. Recently, Swiss sailplane pilots were catapulted from the Riffelburg and reached heights of 15,000 ft., gliding among the peaks of the surrounding Swiss Alps. The Swiss have naturally made a study of flying in the Alps and they use the Fieseler-Storch, whose value was dramatically demonstrated when it was used to rescue the victims of the Dakota crash

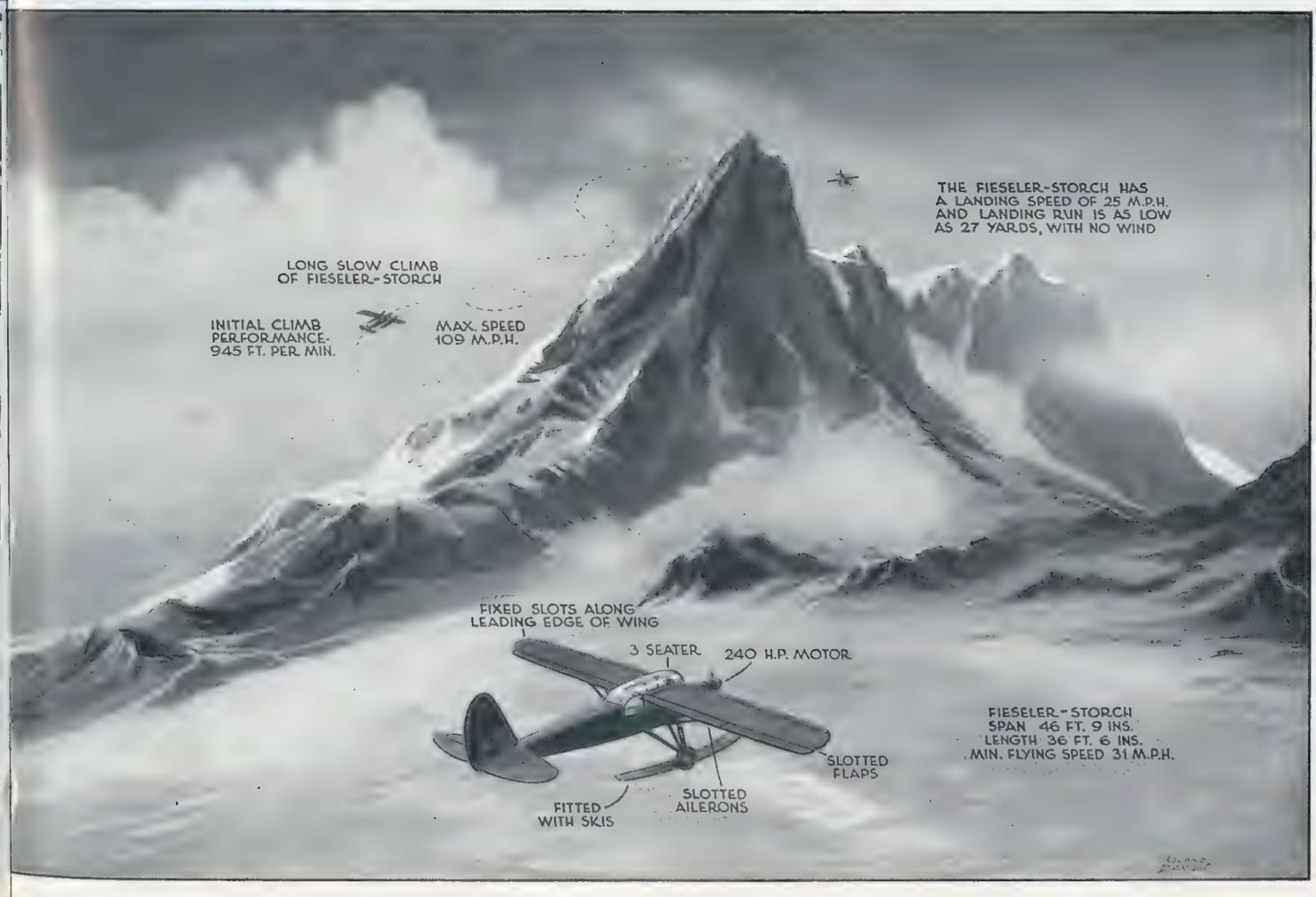
THE U.S. ARMY LEARNS WINTER WARFARE: At Camp Carson, Colorado, they have already established a training school. An intensive course of training has been planned for the spring of next year and reconnaissance parties of instructors are now climbing snow-covered mountains and glaciers to discover the best methods of training troops in new methods of mountain warfare. It has been established that they must often be supplied by plane, thus considerably reducing the weight of equipment that they need carry—an extremely important item where high physical endurance is essential. This supplying by air is another problem of considerable magnitude, since pilots will have to take their aircraft low in mountainous areas, where danger of air-currents and air-pockets, such as have caused many of the recent disasters, are prevalent

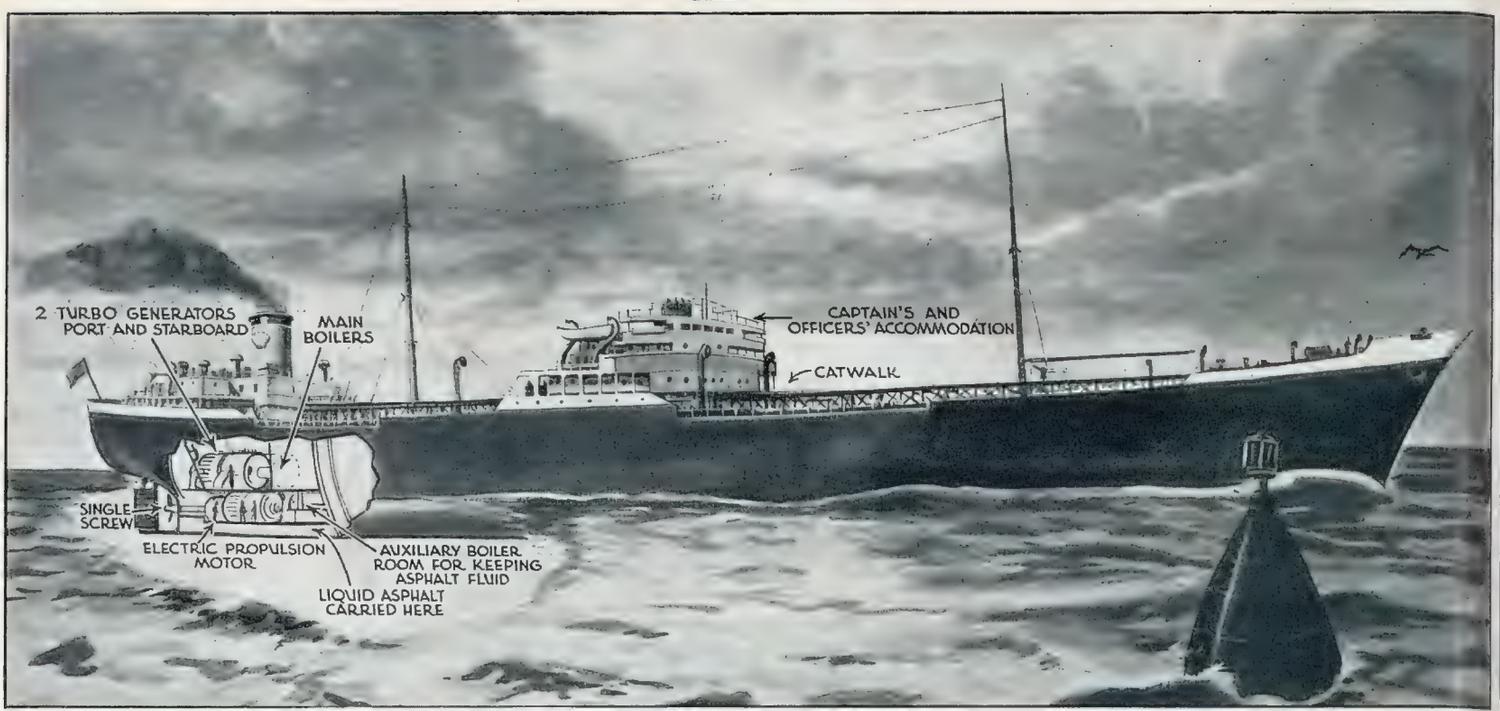


U.S. MOUNTAIN WARFARE INSTRUCTORS ON A RECONNAISSANCE: Evidence of what they contend with in their normal duties. This reconnaissance of the U.S. Mountain and Winter Warfare Training School is reminiscent of the peacetime attractions of a Swiss holiday. But the work is a serious study of conditions in which troops may sometimes have to fight

A PILOT'S VIEW WHEN FLYING THROUGH AN ALPINE PASS: A superb photograph that shows clearly the beauties and the rigours of mountain flying. Every day of the year, Service pilots of the U.S. Army Air Force are supplying their troops in Austria by flying in conditions such as these, often through the Klagenfurt Corridor. It can be clearly seen how much more efficient the system is than the old method of road or railway supply; for roads must spiral up the steep grades, and railways are infrequent. But the pilots must be specially trained and they must know the height of every peak on their route, or disaster may follow. It is only due to the skill and experience of these men that crashes are sufficiently rare that they are still headline news

Below—**THE LITTLE FIESELER-STORCH, THE SKI-SHOD SWISS AIR FORCE PLANE THAT RESCUED THE VICTIMS OF THE DAKOTA CRASH. A small plane with a remarkably slow stalling speed that has been specially developed for Alpine flying.** The Fieseler-Storch, with a top speed of 109 m.p.h., has a landing and take-off run that is comparable with that of an auto-gyro. With skis taking the place of wheels, it can land at 25 m.p.h. with no wind and stop in 27 yards. The rate of climb is low and it is often necessary to spiral before it can fly over a steep-sided mountain. It has a remarkable record in Alpine flying, and it was due to two of these small Swiss planes and to the clever handling of them by their Swiss pilots, Major Hitz and Captain Hug, that the twelve victims did not spend more than five nights on the glacier. Major Hitz had already made 200 and Captain Hug 2,000 Alpine landings. They ran a shuttle service, landing on soft snow, between the wrecked Dakota and Unterbach Aerodrome

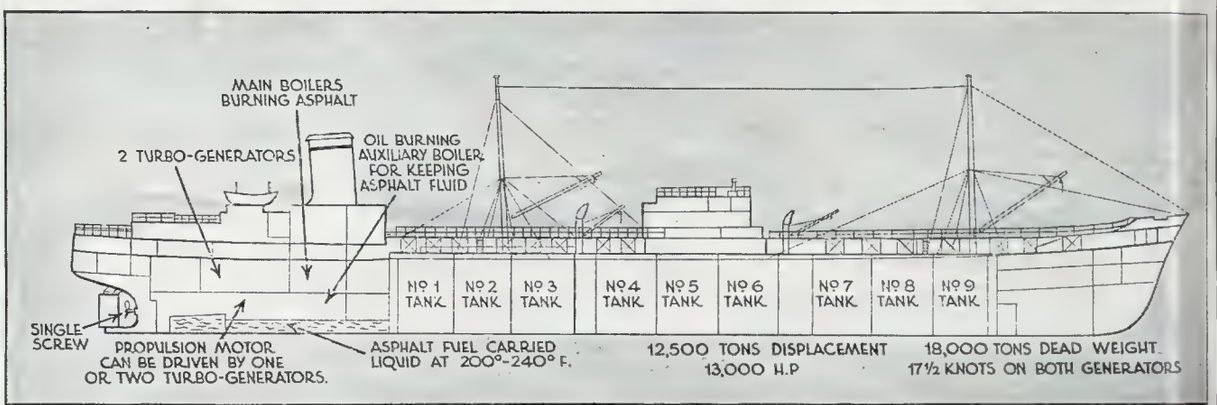




A MODERN TANKER EXPRESS — AN ARTIST'S IMPRESSION OF THE "HELICINA," A FAST OIL-CARRYING VESSEL LAUNCHED THIS YEAR AT WALLSEND-ON-TYNE: The "Helicina" is one of a number of new vessels now bringing our sadly-depleted tanker fleet up to full strength. She is economical in running, reaching 17 knots when burning a waste petroleum product—*Drawing by W. C. Ives*

BRITAIN REPLACES HER LOST FLEETS

Modern Vessels to Cover Our Drastic War Losses

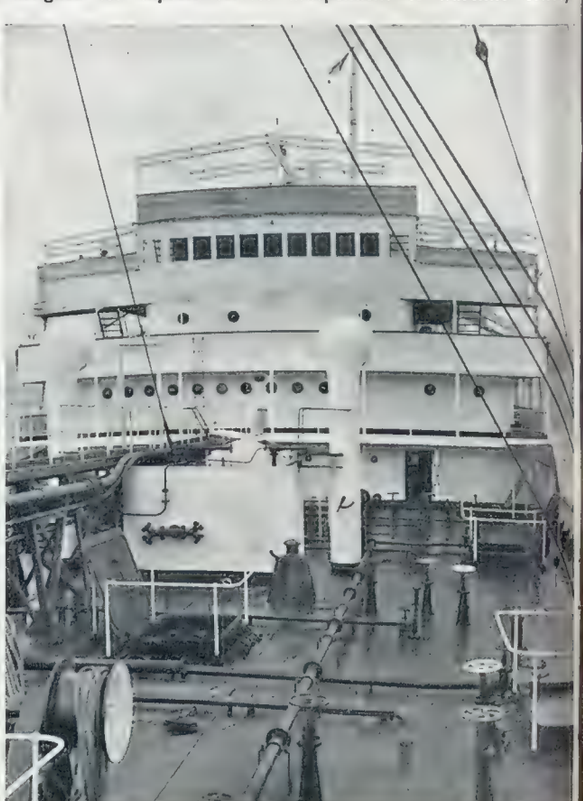


THE LAY-OUT OF A MODERN TANKER: A diagrammatic drawing of the "Helicina" showing the situation of the nine oil-tanks amidships, and the turbo-generators, electric motor and main boilers aft. This tanker is owned by the Anglo-Saxon Petroleum Company, and she was originally designed for express service independent of wartime convoys

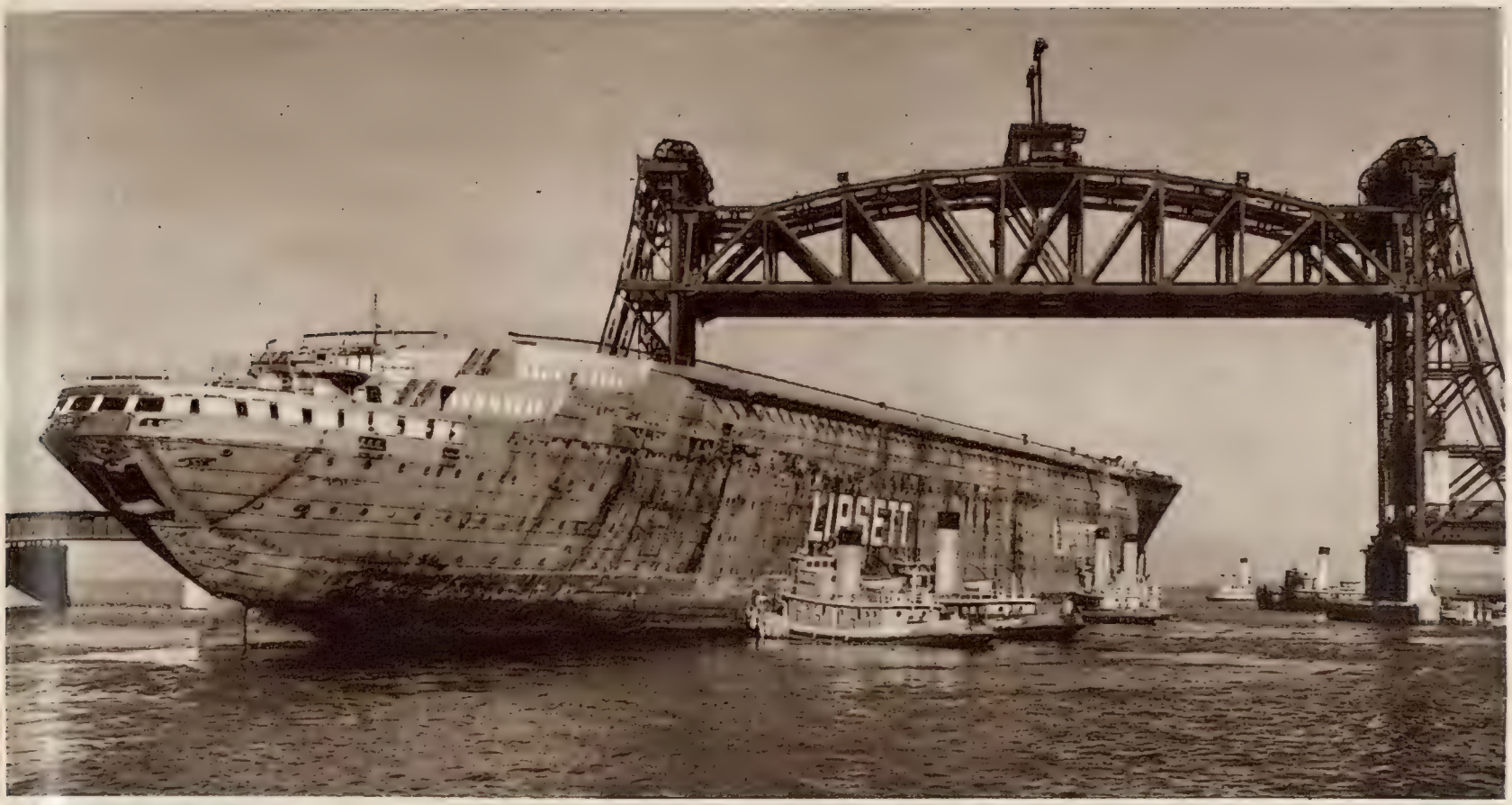
LOOKING AFT ALONG THE CAT-WALK OF THE "BRITISH KNIGHT": This modern motor-vessel is employed by the British Tanker Company (associate of the Anglo-Iranian Company), and is typical of the up-to-date ships they are adding to their tanker fleet, which was so seriously crippled by the submarine war

Germany's need for oil in the war was never satisfied, and as she sought to acquire new fields in the Ukraine she struck at the same time at Britain's tankers, determined, if possible, to bring our supplies down to the level of her own. One company alone, the British Tanker Company, the shipping organisation of the Anglo-Iranian Oil Company, lost forty-four ships by enemy action out of a total pre-war fleet of ninety-three ocean-going tankers, and it is a remarkable fact that that tanker fleet has now been largely restored. Eleven new vessels have been built for the British Tanker Company since the close of the war, and twelve more have been purchased, bringing the present total of vessels in operation to eighty-nine and the total cargo capacity to nearly 1,000,000 tons. Five of the British Tanker Company's new vessels will be 16,000-tonners, while others will be of 8,500 tons and 12,250 tons. The oil transported from Persia by the company has risen from 10,000,000 tons in 1939 to 20,000,000 tons.

No less active in the same field has been the Anglo-Saxon Petroleum Company in the Shell group, and details are given on this page of their new vessel, the *Helicina*, which burns cracked asphalt in her boilers and is probably the most economic vessel of her kind afloat. Her sister-ship, the *Hyalina*, is now building.



THE BRIDGE OF THE "BRITISH KNIGHT": Another view of the new tanker looking aft and showing the wheel-house amidships. The captain's quarters and also those of his officers are also centrally placed, well away from the engine-room, which, as in all tankers, is right aft of the storage tanks



"NORMANDIE'S" LAST VOYAGE—THE 83,000-TON FRENCH LINER, FORMER BLUE RIBAND HOLDER AND NOW A FIRE-SCARRED HULK, BEING TOWED BENEATH THE CENTRAL RAILROAD BRIDGE EN ROUTE TO THE SCRAPYARD AT PORT NEWARK, NEW JERSEY: Ever since she was mysteriously set on fire and capsized in New York harbour in 1942 the famous luxury liner has been out of action

The S.S. *Normandie*, which cost £15,000,000 to build and equip, and in the days before the war challenged the supremacy of the *Queen Mary* on the North Atlantic, is now in the hands of the shipbreakers at Port Newark. Since the fire which damaged her in 1942 and after which she capsized in New York Harbour through weight of hose-water, the United States Maritime Commission has been unable to use the *Normandie*, and she has been the biggest white elephant on its books. Even in her heyday the liner lost money, and it was only after long delays that an acceptable bid for cutting her up for scrap was finally put forward. One American oil company suggested that the *Normandie* be used for the bulk storage of oil, but shipping men were of the opinion that the idea was impractical. The name Lipsett painted in white lettering on the hull proclaims the name of the shipbreaking concern

THE LAUNCH OF THE "NOVA SCOTIA": A new passenger and cargo vessel to operate the only regular service between Britain and Newfoundland. The 6,900-ton "Nova Scotia" is seen in charge of tugs in the waters of the Tyne after being launched from the Walker yards of Vickers-Armstrong. With her sister-ship, the "Newfoundland," now under construction and due for launching next spring, she has been ordered by Johnston Warren Lines, Ltd. She will also touch ports in Canada and the United States, calling at Halifax, Nova Scotia, and Boston

BUSY DAYS ON TYNESIDE: Three small vessels under construction at Clelands. This scene typifies current activity on the river, where all the yards are working at full pressure helping to replace the grievous losses suffered by British merchant shipping during the war. Scarcely a day goes by but a craft of some description glides down the slipway at one or other of the yards. Tugs, fishing-boats, cargo vessels and passenger liners are all built on Tyneside, and the activity is in striking contrast to the very lean years experienced between the wars

THE LAUNCH OF THE S.S. "LOCH AVON": A 10,000-ton cargo liner going down the slipway at Harland and Wolff's Belfast yard. The "Loch Avon" has been built for the Royal Mail Line, and with her sister-ship, the "Loch Garth," which is now being fitted out by the same company and is nearly complete, she will operate on the North Pacific service via the West Indies and the Panama Canal

EVERYBODY WANTS TO SEE THE CIRCUS : A glimpse of the mammoth queue which gathered outside Olympia to book for the first Christmas circus for eight years. The queue stretched right back to Kensington High Street and across the Addison Road railway bridge. The circus will be the first big show at Olympia since it was derequisitioned. In the closing stages of the war, it will be remembered, Olympia was the London area clothing store for Army demobilisation, and thousands of soldiers went there to be fitted out

HEAVY SEAS HOLD UP DEFENCE REPAIRS : Engineers at Camber, Sussex, have had to fight big seas, lashed by the gales, during the work of replacing the old brushwood bundle and timber-post sea defences, which are no longer adequate. The new wall, seen in course of construction, consists of steel girders with prefabricated concrete slabs laid on a ramp facing the open sea. This particular system has not been tried before on this stretch of coast

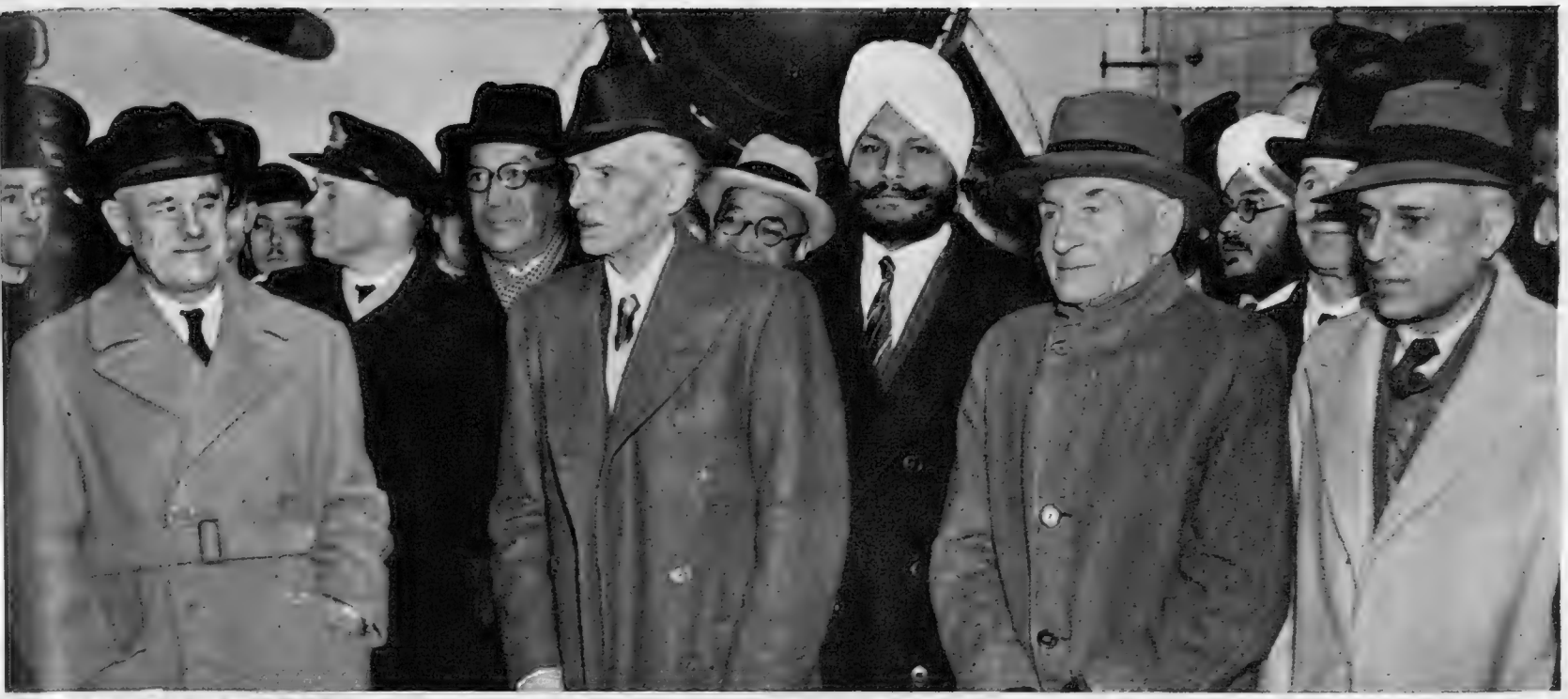
SNOW HAS BEEN FALLING IN PERTHSHIRE : A caterpillar tractor operating under difficulties on a farm at Dalcrue, near Methven. This was the first heavy snowfall of the season, and it was followed by snowstorms in East Anglia

GALE, SNOW and FLOODS in and around BRITAIN

And Other Home News Events

The home news of the past ten days has been largely dominated by the weather, and with snow falling in Scotland and in many parts of East Anglia, floods in the Thames Valley, and heavy seas battering at our coastal defences, there has been no lack of variety. The Thames floods have been particularly serious, almost rivalling those which inundated the North in the autumn. At one point the river and its flood-waters were a mile wide, and Eton College became an island.

THE THAMES IN SPATE : An aerial view of the river at Wraysbury during the height of the recent floods. Numerous riverside bungalows were completely isolated, and in some districts punts and rowing-boats were the only means of contact with the outside world. At Windsor the river was 4 ft. 6 ins. above normal, and the racecourse was inundated



THE INDIAN TALKS IN LONDON — THE LEADERS SEEN ON ARRIVAL AT LONDON AIRPORT BEFORE THE START OF THREE DAYS OF INTENSIVE CONSULTATION: Field Marshal Lord Wavell (the Viceroy), Mr. Jinnah (leader of the Muslim League), Sardar Baldev Singh (Indian Defence Minister and leader of the Sikhs), Lord Pethick Lawrence (Secretary of State for India and leader of the 1946 Cabinet Mission), and Pandit Nehru (leader of the Congress Party and Chief Minister in India's Coalition Government). The Indian leaders came to London at the instigation of the British Government, and the discussions aimed at removing the difficulties which have led the Muslim League to refuse to take part in the work of the Assembly. Mr. Attlee made it clear that he regarded the British Government as being in the position of mediator and not of arbitrator, and he emphasised that the foundation of any settlement would have to come from the Indians themselves

AND THE PILOT WENT, TOO: Christopher Aherne, United States Lines special pilot at Cobh, Eire, seen aboard the U.S. liner "America" on her first westbound crossing. The weather was so bad that Pilot Aherne was unable to return to his cutter after guiding the *America* into the open sea from Cork

"GRACE DARLING TO THE RESCUE": With these words ringing in her ears and amid Conservative cheers, Lady Priscilla Grant, Conservative Member for South Aberdeen, took the oath in the House of Commons last week. Lady Priscilla is the widow of Sir Arthur Grant, who was killed at Arnhem, and is the mother of children aged eleven and nine

THE ACTING MAYORESS OF BEXLEY: Jean Owen (left) will not be thirteen until December 20, but after school each day she helps the Mayor of Bexley, Councillor Mrs. Boswell, in her duties. Jean is acting Mayoress, and takes the keenest interest in civic affairs, but this is not allowed to interfere with her education at Berwick Road School, Welling

ST. JAMES'S SQUARE IN PROCESS OF RESTORATION: Breaking up the root of a giant tree during the task of clearance. Shelters and dug-outs are also being demolished, and in due course this historic spot will regain its pre-war dignity. The Square owes its origin to a real-estate speculation by Henry Jermyn, Earl of St. Albans, who leased 45 acres of land in 1662 in what was then known as St. James's Fields, and took advantage of the general trend of the nobility to move westwards from the old, exclusive residential sections of Covent Garden and Lincoln's Inn Fields. Down to the time of George I the Square was quite the most fashionable spot in all London

ADDING 4¼ MILES TO LONDON'S TUBE: Mr. A. J. Barnes (right), Minister of Transport, receiving from Mr. John Cliff, chairman of the L.C.C. and member of the L.P.T.B., the gold key with which he opened the signalling system and thus inaugurated the eastward extension of the Central London Tube. The extension runs from Liverpool Street to Stratford, and it is now possible to travel from Stratford to Oxford Circus in 20 minutes. The extension will eventually take the line as far out as Loughton, Ongar and Hainault, a total distance of 32 miles. (See page 372 of this issue of THE SPHERE)

FLYING-BOATS ARE POPULAR AGAIN

Reassurance for the Passenger on Britain's Commonwealth Routes

By CHARLES GRAVES

A B.O.A.C. FLYING-BOAT REACHES JOURNEY'S END: The "Hawkesbury" seen just before landing at Poole at the end of another successful trip. The B.O.A.C. flying-boats have a wonderful record of service, having covered 12,250,000 miles without an accident. In the accompanying article, Charles Graves urges their immense advantages, including, of course, the minimising of take-off hazards. The "Hawkesbury" is a converted Sunderland and is remarkable for its spacious accommodation

FOR thirty years there has been a controversy about the merits of flying-boats *versus* land planes, and as time went on more and more attention has been paid to the latter. Now it looks as though the flying-boats are going to come right back into their own, and even more so. In the meantime, the protagonists of the seaplanes are wagging derisive fingers in the faces of their opponents as they point out that each time a bigger and better aeroplane is produced by the United States—or even by us, if the Brabazon or Tudor II can ever be used with commercial success—still more fantastic sums have to be spent on increasing the size, hangars, and other facilities of aerodromes.

There is no doubt that, to use an ugly, hybrid but lucid adjective, the world is hopelessly under-aerodromed. What is more, the latest aerodrome becomes antiquated in a ludicrously short space of time. In a previous article I pointed out that the hangars now being erected at Heathrow will not be large enough for Skymasters or Constellations, and that is quite apart from the fact that the reception rooms for travellers now in the course of erection will be too small next year. There is, too, all that talk of the £3,000,000 terminal building at Heathrow—if, indeed, it can ever be built, in view of the presence of water within 4 ft. of the surface there. A similar sum has been, is being, or will be spent on the aerodrome at Singapore. But what is the sense of it?

It is all very fine for the United States, which is a continent, to specialise in land craft. It is, in fact, the only thing that it can do. But Great Britain and the Empire are surrounded and separated by vast quantities of sea, for which the flying-boat is ideally suited. Economically, the flying-boat benefits enormously from its ability, indeed its design, to put down on water. As long as there is enough water, and this can be kept comparatively smooth by a single breakwater, nothing more is required in the way of maintenance.

The aerodrome, by contrast, has to have its surface continually renewed and enlarged—when bigger aircraft are scheduled to land on it. The flying-boat leaves no hole in the runway water when it puts down or takes off. Moreover, the accident-free record of the Flying Boat line of the British Overseas Airways Corporation is—*Imshallah*—unparalleled.

As I write, it has a record of 12,250,000 miles without a single accident since 1943. Nor is this so surprising as it would appear at first glance. You cannot have a burst tyre on a flying-boat, and if a flying-boat "swings" on the take-off there are none of the disastrous consequences which affect a "wheeler" in similar circumstances. A flying-boat can take-off comfortably on three engines, fly on two engines, and, if necessary, even put down on the land without causing casualties to the crew or passengers. This actually happened during the war, when a Sunderland, having damaged itself in the Bay of Biscay so much that it could not descend on the sea, put down on the grass verge beside the runway of an inland aerodrome without more than a shaking. In fact, the risk of a seaplane descending on the land is less than that of a land aircraft descending on the sea. It amounts to nothing more than a land aircraft putting down with its undercarriage up. Actually, it is less dangerous than this, because the specially-strengthened hull can take much more impact than the comparatively light underpart of a land aeroplane.

This question of the undercarriage is of great economic importance. The bigger the land aeroplane, the bigger the propellers; and the bigger the propellers, the taller and heavier the undercarriage. Undercarriages have now reached a point where they weigh an eighth of the whole aircraft. By contrast, the bigger the seaplane, the bigger the paying load which it can take. At present B.O.A.C. has eighteen or nineteen flying-boats continuously in commission, with one or two undergoing maintenance and the remainder being used for training or testing purposes.

With one exception—the *Golden Hind*—which confines itself to the run between Poole and Cairo, those used for carrying passengers and cargo are all Mk. III (or class "C") Sunderlands, built purely as military aircraft and now converted to carry twenty-two passengers comfortably.

In a few days' time, however, the first of nine Mk. V Sunderlands, to be known as Plymouths, will be reaching B.O.A.C., and next year three super-flying-boats—provisionally known as Saunders-Roe 45—will come into service. The latter class will be able to reach Egypt in one hop, and India in another. The former (Mk. V's) will replace the Boeings on the Baltimore-Bermuda-New York run and will be equipped with a speed blower. This is a kind of second supercharger, and will enable the aircraft to go up higher to avoid storm formations, rather like a motor-car changing gear to go uphill. It will also increase the indicated airspeed of 142 knots to 164 knots.

The supporters of the land aircraft claim that there are many parts of the world where flying-boats cannot go, but they have no answer when their opponents reply that Great Britain has always led the world in shipbuilding and in the construction of flying-boats, and that we made a grave mistake in entering the land-plane competition against the Americans, who had the advantage of being able to go on building civilian aircraft throughout the war when we had to concentrate purely on military aeroplanes. The further suggestion that the British Government "fell" for a lot of smart American sales talk about Constellations, Skymasters and other U.S. land aircraft is particularly galling. Nor can it be denied that the supporters of land aircraft failed to realise as recently as eighteen months ago how much more expensive and wasteful the latest type of "wheeler" was certain to become.

The protagonists of the flying-boat are much too gentlemanly and too experienced to remind their

AUSTRALIA-BOUND—A B.O.A.C. "SPEEDBIRD" LEAVING POOLE HARBOUR: The performance of the flying-boat at the moment of take-off is not the least of its reassuring features. If anything goes wrong and the machine fails to rise, there is not the same likelihood of a disaster as there is at the end of an aerodrome runway. The subject, it will be remembered, was illustrated in diagrammatic fashion in "The Sphere" of November 30

opponents of the frequent occasions in the near past when Dakotas have been involved in crashes entailing heavy losses of life. They know that over 10,000 Dakotas have been built and flown; and that the analogy of the number of Ford motor-cars compared with Rolls-Royces involved in motor crashes over a given period of time would be equally untrue. In other words, there are many more Dakotas than Sunderlands, and, therefore, there are bound to be many more crashes in Dakotas than in Sunderlands. At the same time, this record of 12,250,000 miles without an accident cannot be ignored. . . .

I have just returned from a visit to Poole, where I met pilot after pilot who has done over 8,000 hours in the air. Indeed, at least fourteen of these captains of flying-boats have done anything from 7,000 hours to 14,000 hours; the Queen Bee of them all being Captain Dudley Travers, who has done no fewer than 18,912 hours. A swift calculation shows that he has actually been airborne for more than two years. Without any question, there is no pilot in the world—Dutch, Czech, Swiss, Canadian, American, or what have you—who begins to approach this record and still goes on flying regularly. Probably the nearest to him is Captain Algar, another British pilot of B.O.A.C. who alternates with him in commanding the *Golden Hind*. He has done nearly 15,000 hours.

There are three flying-boat routes. One goes to Sydney, another to Hong Kong, and a third to Durban—in addition to the Baltimore-Bermuda-New York run. Two of them start from Poole and reach Marseilles four hours later. At this time of year the passengers stay the night there before starting next morning for Augusta, Sicily, another four hours' flight. After a ninety-minutes stop there, the flying-boat goes straight across the Mediterranean Sea and puts down on the River Nile in Cairo. This is the second all-night stop.

Next morning the voyage proceeds to Basra by way of the Judean Hills. Here an hour is allowed for refuelling and the flying-boat continues to Bahrein, in the Persian Gulf. Here the third night of the voyage is spent. Next morning the flying-boat makes for Karachi, which it reaches six hours later. At Karachi the crew are "slipped." In other words, another crew takes the flying-boat farther along its route while the current crew has two or three days' rest before taking over the next flying-boat on its way out from England.

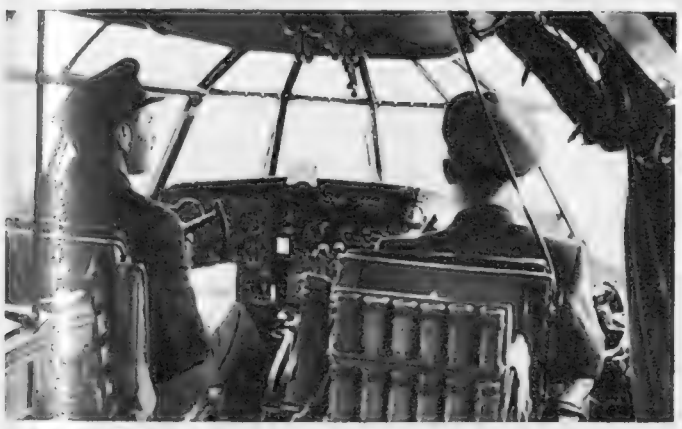
The first flying-boat leaves at midnight for Calcutta, which it reaches eight hours later, and puts down on the Hoogli. After an hour for breakfast it flies to Rangoon in four hours. Here the fourth night is spent and the flying-boat starts out for Singapore—seven hours away, with a stop at Penang en route. At Singapore, Qantas Airlines of Australia take over for the final leg, which involves stops at Surabaya and Darwin before reaching Sydney exactly a week after the start from Poole.

Flying-boats bound for Hong Kong divert at Rangoon for Bangkok and Haiphong. The third route is known as the Horseshoe route and links Calcutta with Durban by way of Cairo. There are thirteen stops between Cairo and Durban, the most important ones being Khartoum, Mozambique and Beira. This service is, however, being gradually withdrawn in favour of land aircraft, at the request of the South African Government, simply because it was so circuitous.

Perhaps the most remarkable achievement put up by the flying-boats was when, last year, three of them maintained four services each way across the Atlantic each week without any mishap. Only a seafaring nation could put up such a good show, and there is no doubt about it—there is a very strong sea tradition among the flying-boat crews and on the flying-boat stations. Not only do they talk about port and starboard, knots, and the "bridge," but they wear dark-blue uniforms and pay much more attention to their aircraft than the crews of land planes.

To conclude: one of the most attractive features of a flying-boat is that not only does it have so much more room than a land plane, but it is easily the most silent of all multiple-engined aircraft. You can converse without raising your voice. But try to do so in a York!

TO FLY THE RED DRAGON ROUTE TO HONG KONG—THE FIRST OF THE NEW SHORT SOLENTS ON THE LAUNCHING-SLIP AT ROCHESTER: Twelve of these four-engine flying-boats are to be used by British Overseas Airways Corporation on their service to the Far East, at present operating with Hythe flying-boats at a frequency of one a week. The twelve Solents, representing an order for £1,000,000, can each seat thirty passengers or accommodate twenty-four in berths in five cabins. In the foreground can be seen the scaffolding used during the erection of the wings and the fitting of the four Bristol Hercules engines in their nacelles



EN ROUTE FROM POOLE TO CAIRO: The captain and second pilot of a B.O.A.C. flying-boat in their cockpit at the start of a journey on one of the Empire services. One of the B.O.A.C. flying-boat pilots can boast approximately 19,000 hours in the air, and several others have almost equally fine records

THE B.O.A.C. FLYING-BOAT BASE AT POOLE: An aerial view of the harbour from which our craft set out on the Commonwealth routes. Protagonists of the flying-boat point out that it demands far less taking-off and landing facilities, and that a base such as Poole is inexpensive compared with the cost of London Airport, where the outlay on runways is immense

STRATFORD-ON-AVON'S GUTTED TOWN HALL: An overhead view of the building which was very seriously damaged in last week's fire, which started in the ballroom and was discovered a few hours after a farmers' dance had ended. Numerous Corporation treasures have been lost, foremost amongst them being the celebrated Gainsborough portrait of David Garrick, which was insured for £25,000

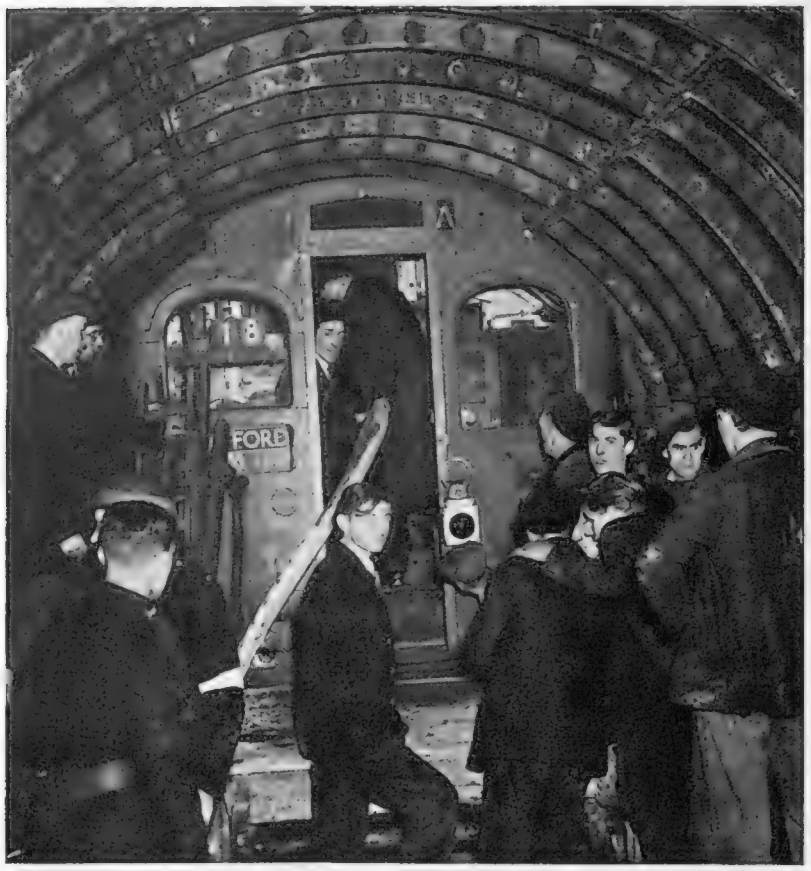
WHERE THE FIRE STARTED: The burnt-out ballroom of Stratford-on-Avon Town Hall. The Corporation's Gainsborough portrait hung in this room and was enveloped in the flames before the first salvage parties, headed by the Mayor, arrived on the scene in the early hours

THE MAYOR OF STRATFORD AMID THE RUINS: Mr. Baildham holding a piece of glass from a valuable chandelier. He played a big part in salvage operations

THE STRATFORD-ON-AVON FIRE

The partial destruction of Stratford-on-Avon Town Hall, which occurred after the close of a farmers' ball, involves the loss of one of the most celebrated Gainsborough portraits. This picture of David Garrick was bought by the Corporation direct from the painter, who was paid £63, and the Corporation spent a further £74 on a frame for their acquisition. It was one of Gainsborough's five portraits of the actor, and it was painted at Bath in 1765, Mrs. Garrick declaring at the time that it was "the best portrait ever painted of her Davy."

The Town Hall fire was discovered in the early hours of the morning by a postal official, and the flames were fought by N.F.S. units from six towns. The Mayor of Stratford-on-Avon was summoned immediately, and he and others tried to check the outbreak, and later, when compelled to retreat to the ground floor by the smoke, they removed oil-paintings, including a Hogarth, the ancient charters, the civic regalia, and a quantity of antique china and furnishings. Besides the Gainsborough, three other large oil-paintings in the ballroom were lost in the flames



THE RESCUE PARTIES AT WORK AT STRATFORD: *Left*—A trolley waiting to remove the injured from one of the wrecked trains following the collision last week on the newly-opened section of London's Tube. *Right*—One of the injured men being borne along the tunnel after he had been extricated

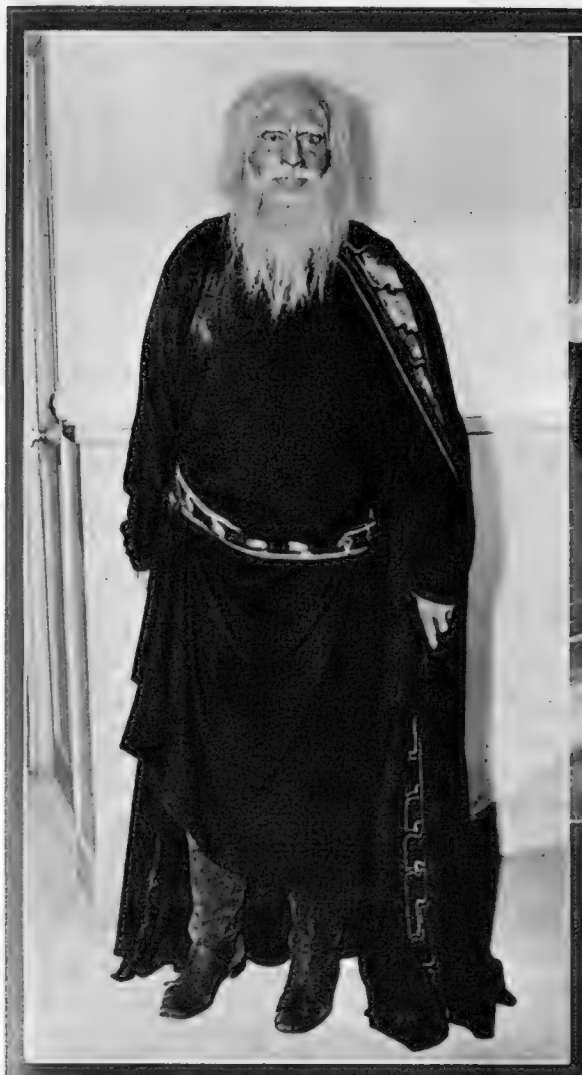
THE STRATFORD TUBE COLLISION

One Killed and Three Injured on the London Underground Extension

During the war, when the tunnelling for London's Underground extension between Liverpool Street and Stratford was used as an air-raid shelter, there was a disaster at Bethnal Green Station, many losing their lives in a panic on the stairways, and last week, shortly after the new service had been inaugurated, there was another disaster when one train crashed into another on the loop line at Stratford used for turning the coaches when they reach the end of their run. There were no passengers on the trains, but three L.P.T.B. employees were injured and one was killed. It was four hours before the last of the victims was freed from the wreckage, special cutting apparatus having to be employed

STAGE PERSONALITIES

The Pantomime Season Begins



IN PARIS : LAURENCE OLIVIER AS KING LEAR

IN LONDON : Laurence Olivier outside the West London Police Court. After a brilliant reception at the Théâtre des Champs Elysées, Laurence Olivier returned to London to give evidence against the teacher, Herbert Wanbon, who assaulted him and injured his left hand just before he went to Paris. On one occasion, Wanbon embraced Mrs. Olivier (Vivian Leigh) and tried to kiss her. Laurence Olivier, it was stated, "naturally struck him at once and sent for the police"

AN ENGLISH PRIMÁ DONNA FOR ITALY : Eva Turner with Yu Tu, leaving Victoria. Few English singers have a reputation on the Continent as great as Eva Turner's. In Milan she has had some of her most brilliant successes

BASIL DEAN RETURNS TO THE WEST END TO PRODUCE A PANTOMIME : The former head of E.N.S.A. deals with the script of "The Wizard of Oz." The stage version of the popular story has an excellent West End cast. Basil Dean, who is producing the show, is on the left; next to him are Ruth Naylor and Walter Crisham, then Diana Yardley (who plays the part taken by Judy Garland in the film); Fred Kitchen, Jnr.; Claude Hulbert and the "dog." The photograph on the right is of Basil Dean's wife, Victoria Hopper, who plays Amelia in Constance Cox's play of *Vanity Fair*, at the Comedy Theatre

ALFRED LUNT WITH ONE OF HIS TOY THEATRES : A scene from "Uncle Tom's Cabin." Many of his collection of nineteenth-century toy theatres he obtained in Europe during the war

MRS. DEAN : VICTORIA HOPPER

The World of Books—By Vernon Fane

VILLON IN FRENCH AND ENGLISH

Dr. McCaskie's Translations are Published in Conjunction with the Originals: Agatha Christie Returns to Form

IF most of us were asked about the poems of François Villon we would assume, and quite properly, some knowledge of them, would place him as a French poet of the fifteenth century, and might even murmur something about "*Où sont les neiges d'antan?*" We might also refer to the lines written on a wish: "If I were King . . .", and remember a good musical play on that theme which has been popular for the last fifteen or twenty years. But it is also likely that that would be the full extent of our knowledge, and for this reason Dr. H. B. McCaskie's translation of THE POEMS OF FRANÇOIS VILLON (Cresset Press. 21s.) is more than welcome; it is a necessity for the poetry bookshelf.

Dr. McCaskie has worked for many years on these translations for his own pleasure, and it is our gain that they have now been published. Each poem has been printed in the original French on the right-hand page with its English version on the left, so that the reader is free, and almost encouraged, to make comparisons, criticisms, or, as I think will be more general, appreciations as he reads.

I suppose that it is natural that in those best-known and best-loved poems of Villon's one should find some ground for disagreement with the translator's text. For instance, I find a certain awkwardness in the following lines, the conclusion of the *Ballade des Dames du Temps Jadis*:

Prince, ask this week, this year maybe,
Where they are gone, still shall you hear
The burden of this elegy:
But where is the snow that fell last year?

But on the whole translations are faithful and have their own grace. The footnotes—a method of conveying information which usually irritates—are informative and helpful, and the production of the book pleasing to the eye.

Miss Agatha Christie is right back in her best form with THE HOLLOW (Crime Club. 8s. 6d.), which concerns both a murder and a mystery. I know perfectly well that in thrillers these two words are supposed to be synonymous, but the fact is that, to any practised reader of this kind of fiction, the murder may be about as mysterious as a plate of porridge.

In this particular novel, however, the identity of the murderer really does remain a puzzle till the end, though I will admit that experts may make a very good guess about page 95. The title is also the name of the big—and exceptionally well-staffed—country house where the murder takes place, although that sounds rather a formal phrase for such a violent action.

The house belongs to one of the Angkatells and his dithering but charming wife, and it is constantly visited by the other members of the family, or by people who have grown up with them from childhood, and therefore can be said to share something of the Angkatell charm and oddness. For the lethal week-end in question, the house-party consists of this elderly couple, a cousin or two, a beautiful woman sculptor, her lover, who is a brilliant doctor, and his far from brilliant wife. Lurking about in the village are a Hollywood film-star with a fine taste in platinum foxes, and M. Hercule Poirot, the Detective.

If I had a criticism, it would be that M. Poirot doesn't really work hard enough at his professional business, and therefore doesn't make many appearances in these pages, but that is perhaps a little too carping, and he is at least very much himself when he does put his little Gallic-moustached face round the corner. And, as I say, the mystery is worth working out for yourself in the best amateur sleuth manner.

Another lady whose work in this "line" is to be recommended to connoisseurs is Miss Anne Hocking, who, believe me, can create as uneasy and foreboding an atmosphere in her books as many of the old masters. DEATH AT THE WEDDING (Geoffrey Bles. 8s. 6d.) is a case in point. In this new "whodunit" a beautiful but hard-hearted bride is the victim, and she is discovered on her wedding day, while the reception is in full swing downstairs, half-naked but wholly dead on a chaise-longue in her room.

There are a number of reasons why the girl should have been killed, even from the reader's point of view, because she is an unsympathetic type, and therefore there are as many suspects as reasons. But, as in Miss Christie's book, nearly all the suspects are either members of the family or such old friends that it is unthinkable that any of them should have done the deed. The difference between the two stories, however, is marked. Miss Christie writes with the ease and command of an old hand, and occasionally, it must be admitted, with the glibness that goes with that long practise, whereas Miss Hocking, although she, too, has some practice and at least a dozen novels to her credit, writes with a freshness and a sense of character that is very much her own.

In the course of discovering who it was that got busy with the ether and the suffocating pillow, the Scotland Yard man makes a number of finds and throws a light on the family's affairs that is rather too brilliant to be welcome, but he, like his creator, Miss Hocking, has a logical and inventive mind, and between them they make a successful and entertaining story.

INN SIGNS WITH A PUNCH: *Left*—This unusual and wholly appropriate sign comes from the Jericho House at Oxford, the Biblical quotation inviting men to tarry "until your beards be grown." *Right*—This gruesome sign adorns the Hangman's Inn at Guernsey, a new public-house which is to open shortly. It is named after the celebrated affaire of Bailiff Gauthier de la Salle, who was gibbeted 600 years ago for hiding a silver cup and then accusing a neighbour of having stolen it. The Bailiff, who wished to acquire his victim's land, tried the case himself, and only at the last moment was his perfidy revealed. Having been given the Last Sacrament, he was taken out and hanged on the very spot where the public bar of the Hangman's Inn stands to-day

The Right Honourable L. S. Amery has taken a line from Harrow's most famous song for the titles of his two books of reminiscence. The first, finished before the war, was called *Days of Fresh Air*; the second, just published, is IN THE RAIN AND THE SUN (Hutchinson. 21s.). This is, in sum, less personal memoirs of his life as First Lord, as Dominions Secretary, or as Secretary of State for India than a travel-log of mountain climbs in every part of the Alps, in the Rockies, in New Zealand and in South Africa, and his tours through remote country from Iraq to Canada.

From the photographs alone one gets a fair idea of the strenuous nature of Mr. Amery's pursuits, for here he is, camping out in northern forests, half-way up rock precipices, ski-ing on snowy slopes, having a hot bath in what appears to be the wilderness, and walking in Wales with Lloyd George, which must have been as energetic a proceeding as any of the others.

In a pleasant, discursive and reminiscent manner, Mr. Amery passes from official conferences to picnics, and from Government dinners to Danubian parties in the dead of night. There are also a few anecdotes which will appeal to the less adventurous reader, and to him or her I recommend one about Neville Chamberlain and the National Government.

THE GEORGIAN THEATRE (Westhouse. 10s. 6d.) is a small and attractive volume, in which Mr. W. S. Scott discusses the period itself very briefly and then devotes a few pages to a sketch of each of the important theatrical figures of the time. These naturally include Peg Woffington, Garrick and the Baddeleys. There are also little chapters on lesser-known figures, such as J. W. Dodd, noted, according to the play-books of his time, for "a pert vivacity, a quaintness of style, and impudent familiarity"; George Frederick Cooke, a brilliant man when he was sober, and Joseph Munden, of whom Charles Lamb wrote that in richness and variety a Munden gallery would not fall far short of a Hogarth one.

The book is illustrated with appropriate Georgian elegance, with reproductions of contemporary colour-prints, and the whole little volume is a delightful production.

Fox-hunting, sorely pressed as a sport, with a lack of horses, hounds, fodder, grooms, petrol and riders, has somehow or other survived the war, and in Britain to-day at least 200 packs have set about the task of keeping the foxes down and providing followers with winter sport.

Hunting has changed, beyond doubt, possibly for the better now that so many farmer packs are in action, but it is good to look back to the old days, and there is no more able guide in this respect than Henry Higginson, who, in TWO CENTURIES OF FOX-HUNTING (Collins. 15s.), gives an enthralling account of hunting in the early days in Virginia, of the "golden age" in England, when the figure of Squire Osbaldeston loomed large in the Shires, of Welsh hunting and hound-breeding, and of the sport in America before the war.

Particularly interesting is Mr. Higginson's account of an historic run with the Glôg, a Welsh pack of some distinction, and it may be an eye-opener to many what magnificent hunting country there is in the hills and valleys of South Wales on the very fringe of the area which has suffered so much in the throes of industrialisation.

NEW BOOKS ON ART.—Such publications are flowing thick and fast from the press, doubtless because the wartime book restrictions are off, art paper is just a little more plentiful, and the skilled process engravers are returned from the wars. Faber and Faber

FOR YOUR CHRISTMAS LIST

are particularly prominent in this line with their Faber Gallery. Each book is published at 6s., and the series, designed eventually to cover all European schools, is edited by R. H. Wilenski, an art historian and critic of pronounced views. The books are in card covers, but the printing and colour reproductions, of which there are ten or more in each work, are first-rate. ENGLISH OUTDOOR PAINTING and ROYAL PORTRAITS have an introduction and notes by Mr. Wilenski. SIENESE PAINTINGS, including Sassetta's superb *Treating with the Wolf of Gubbio*, have notes by Tancred Borenius, and FLEMISH PAINTINGS, necessarily an incomplete survey of so rich a field, are commented upon by Thomas Bodkin.

The Gallery Books (published by Lund Humphries and Co. at 4s. 6d.) each deal in detail with a single picture. The latest additions to this valuable educational series are No. 13, Daumier's THIRD-CLASS RAILWAY CARRIAGE, and No. 14, Watteau's LES CHARMES DE LA VIE. In both books the pictures are analysed with skill and discernment. These are admirable books for an art study group.

A more elaborate production is MODERN PAINTING AND ITS ROOTS IN EUROPEAN TRADITION, by Reginald Brill (Avalon Press. 8s. 6d.). This is an attempt to explain the new focus of art which, having explored the regions of the visual world, has turned inward. The result, it seems, is Picasso and much mystification.

FOR THE CHILDREN.—The house of Collins send details of Christmas books and, conveniently enough, tabulate them according to age. Up to seven years: MR. MOLE'S CIRCUS, by Douglas Collins, 3s. 6d.; Seven to eleven years: THE WISHING SHOE, by Jupo, 6s.; Ten to fourteen years: PARTY FROCK, by Noel Streatfeild, 8s. 6d.; and BRONZE EAGLES, by J. Selby-Lowndes, 8s. 6d.; Ten to sixteen years: THE HOUSE IN THE HILLS, by Olivia Fitz-Roy, 8s. 6d.; and PANTHER, by Roderick Haig Brown, 8s. 6d.; For all ages: NEIGHBOURS, by Lucy Dawson, 10s. 6d.

Other children's books to note are THE STORY OF MARGARET FIELD MOUSE, by Cam (John Lane. 5s.), THE SNOW GOOSE, by Paul Gallico, with illustrations by Peter Scott (Michael Joseph. 10s. 6d.), FAIRY BLUE-BELL AND ROSAMOND, by Elizabeth Keith (John Langdon. 3s. 6d.), and two by Percy G. Griggs—THE DONKEY AND THE DRAGON (3s. 6d.), and DANDY LION (4s. 6d.). They are both published by John Langdon. Armstrong Sperry, another well-known children's writer and illustrator, has written BAMBOO and COCONUT. These two companion books are published at 3s. 6d. by John Lane.

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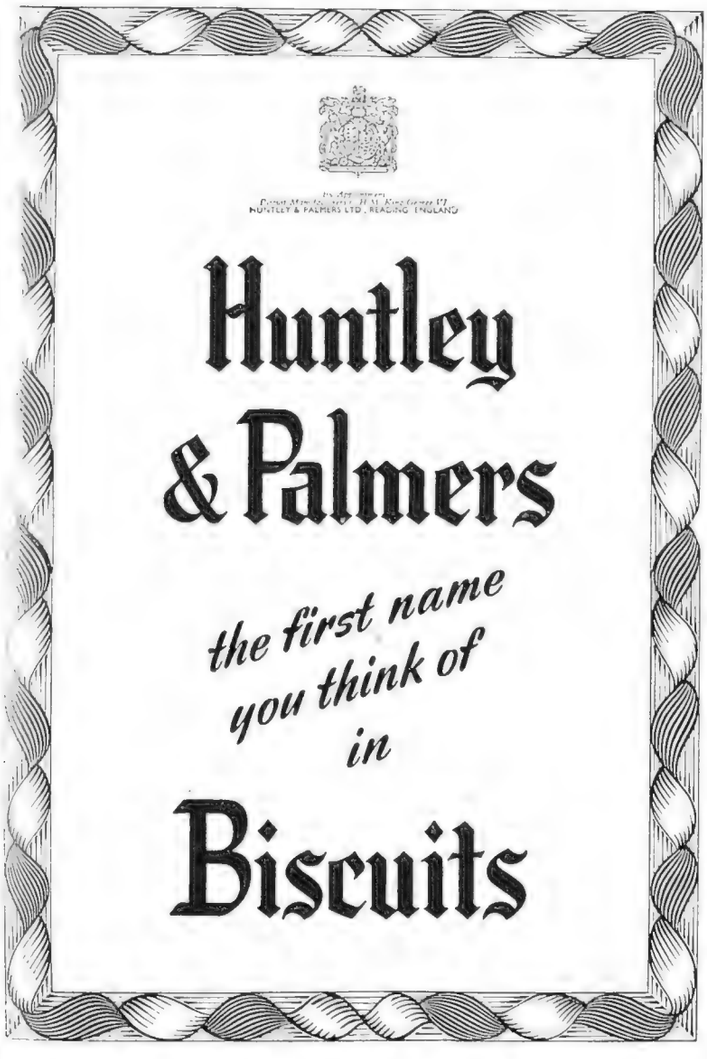

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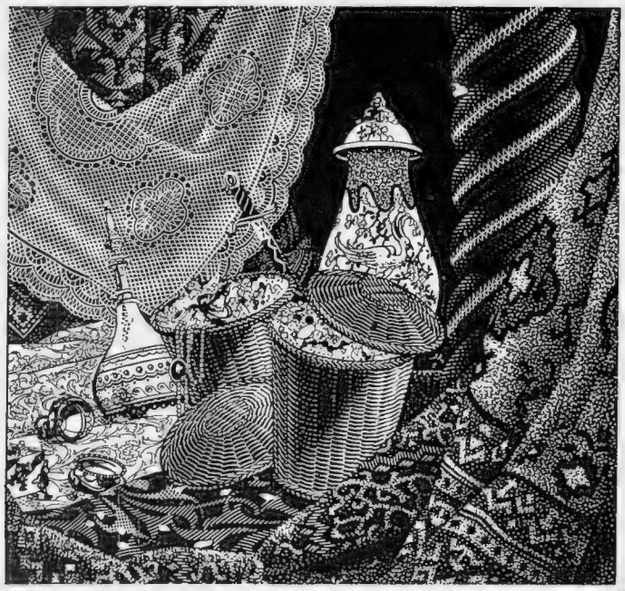

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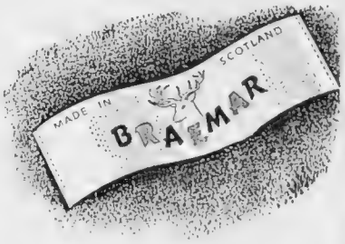

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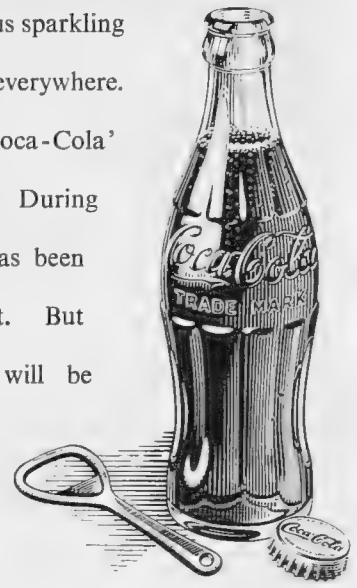

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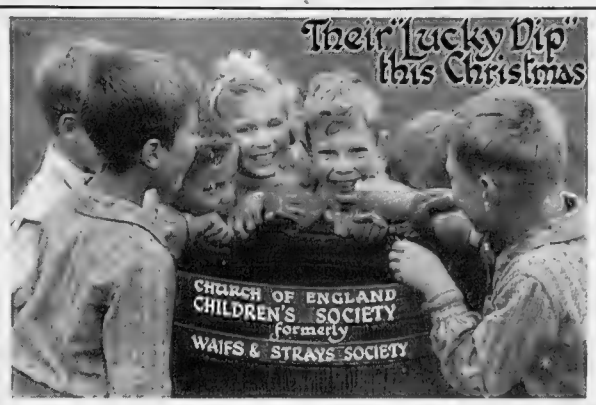

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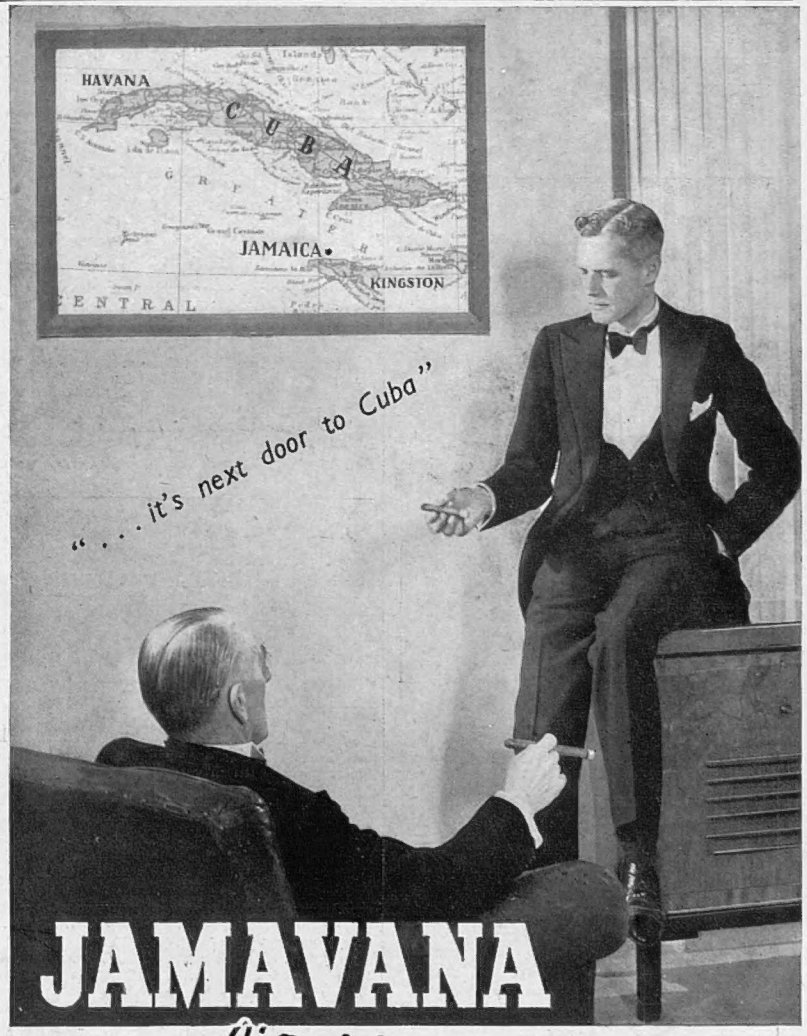

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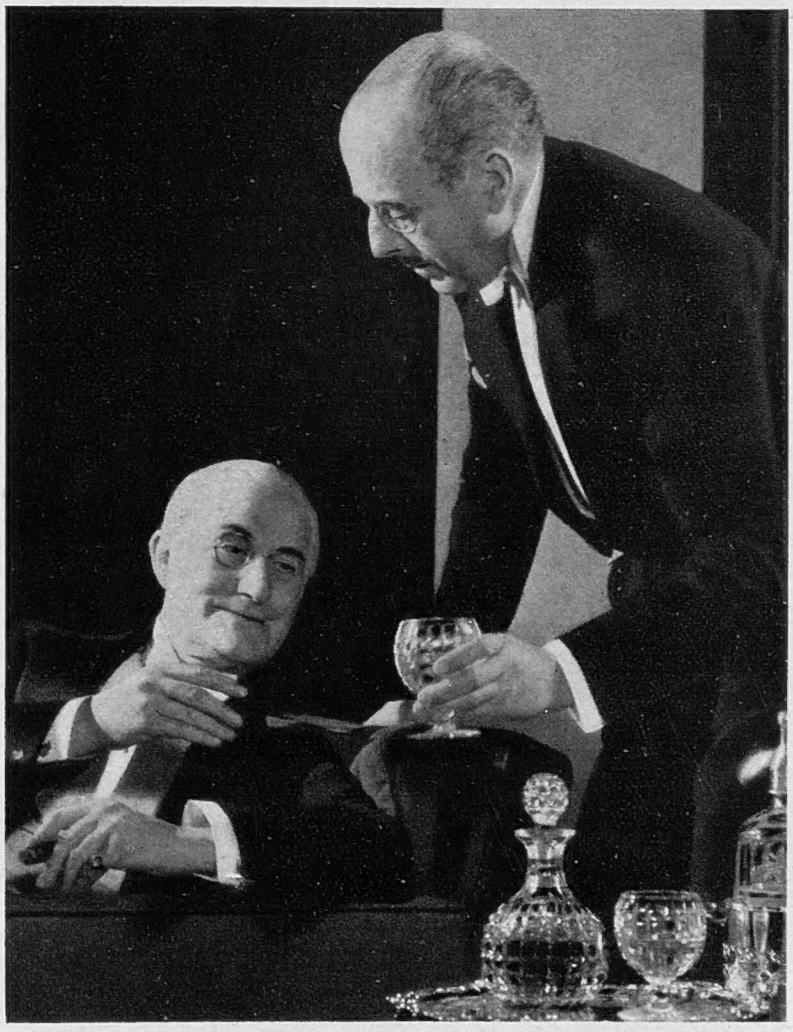

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